



## **NMVTIS Consumer Access Fee Credit Statement**

PLEASE VISIT US AT: www.aamva.org

Alaska Department of Administration Division of Motor Vehicles Fiscal Section 1300 W Benson Blvd., Suite 400 Anchorage, AK 995033692 For questions or assistance contact: Email: VCameron@aamva.org Phone: 703-908-8261

AAMVA

4401 Wilson Blvd., Suite 700

Arlington, VA 22203

This statement is for information purposes only. The credit balance is not available for use toward any outstanding AAMVA invoice amount.

Use of the credits is authorized through the U.S. Department of Justice.

Description	Billing Period	Credit Earned	Credit Applied	Credit Balance
NMVTIS Consumer Access Credit	FY-2013 (2012-10 To 2013-09)	\$557.15	\$0.00	\$557.15
NMVTIS Consumer Access Credit	FY-2014 (2013-10 To 2014-09)	\$480.19	\$0.00	\$480.19
NMVTIS Consumer Access Credit	FY-2015 (2014-10 To 2015-09)	\$616.94	\$0.00	\$616.94
NMVTIS Consumer Access Credit	FY-2016 (2015-10 To 2016-09)	\$1,129.20	\$0.00	\$1,129.20
NMVTIS Consumer Access Credit	2016-10	\$256.72	\$0.00	\$256.72
NMVTIS Consumer Access Credit	2016-11	\$183.49	\$0.00	\$183.49
NMVTIS Consumer Access Credit	2016-12	\$194.48	\$0.00	\$194.48
NMVTIS Consumer Access Credit	2017-01	\$212.68	\$0.00	\$212.68
NMVTIS Consumer Access Credit	2017-02	\$219.61	\$0.00	\$219.61
NMVTIS Consumer Access Credit	2017-03	\$370.64	\$0.00	\$370.64
Total as of 4/7/2017:		\$4,221.10	\$0.00	\$4,221.10

This statement is for information purposes only. The credit balance is not available for use toward any outstanding AAMVA invoice amount.

Use of the credits is authorized through the U.S. Department of Justice.

 $American\ Association\ of\ Motor\ Vehicle\ Administrators$ 

From: NmvtisReports@aamva.org
Sent: Thursday, April 20, 2017 3:27 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170419.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



## Duplicate Vin Report ALASKA (AK)

for 4/19/2017

Page: 1

#### Duplicate VINs Created By ALASKA

First Time Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: 1J4FA69S13P340424 (Number Of Duplicate Titles:2)

•	•	-	•				
	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1J4FA69S13P340424	ALASKA	5015802	JEEP/2003	4/19/2017	4/19/2017	Interactive Change Title
History #1 *	1J4FA69513P340424	ALASKA	3037644	JEEP/2003	1/5/2009	10/17/2010	Batch Add of Title
Current	1J4FA69S13P340424	WASHINGTON	0310616423	JEEP/2003	4/16/2003	6/19/2005	Batch Add of Title

Number Of First Time Duplicates Created

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN:	1FTFW1EF3DFC28556	(Number	Of	Duplicate	Titles:2)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1FTFW1EF3DFC28556	ALASKA	5104071	FORD/2013	4/19/2017	4/19/2017	Interactive CSOT
History #1	1FTFW1EF3DFC28556	OHIO	1000349640	FORD/2013	2/14/2017	2/14/2017	Interactive New Title
Current	1FTFW1EF3DFC28556	OHIO	1000318300	FORD/2013	1/9/2015	1/14/2015	Batch Add of Title
History #1	1FTFW1EF3DFC28556	OHIO	1000317623	FORD/2013	12/18/2014	12/24/2014	Batch Add of Title
History #2	1FTFW1EF3DFC28556	OHIO	1000316434	FORD/2013	11/13/2014	11/19/2014	Batch Add of Title
History #3	1FTFW1EF3DFC28556	OHIO	1000316160	FORD/2013	11/7/2014	11/13/2014	Batch Add of Title
History #4	1FTFW1EF3DFC28556	PENNSYLVANIA	72444053102	FORD/2013	5/14/2014	5/14/2014	Interactive Change Title
History #5	1FTFW1EF3DFC28556	PENNSYLVANIA	72444053101	FORD/2013	9/4/2013	9/4/2013	Interactive CSOT
History #6	1FTFW1EF3DFC28556	NEW JERSEY	GS201311600000077	FORD/2013	4/26/2013	5/5/2013	Batch Add of Title

Number Of Addition to Existing Duplicates Created 1 Total Number Of Duplicate VINs created: 2 From: NmvtisReports@aamva.org
Sent: Thursday, April 20, 2017 3:32 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170419.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

Page: 1

4/20/2017

4/19/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 5:52 AM

**To:** Brosnan, Patrick P (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

Importance: High

## **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by June 7<sup>th</sup>, 2017, and plan to send your file to NDR no later than June 14<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR\_Operations@dot.gov<mailto:NDR\_Operations@dot.gov.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 5:52 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

**Importance:** High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 5:52 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

**Importance:** High

## **PDPS Participants:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 5:53 AM

To: Peters, Mina L (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

**Importance:** High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:38 AM

**To:** Peters, Mina L (DOA)

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://heb.new.new.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:38 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:38 AM

To: Nolen, David B (DOA)

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://heb.new.new.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:39 AM

**To:** Brosnan, Patrick P (DOA)

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://heb.new.new.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:40 AM

**To:** DOA DMV IT notices

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:40 AM

To: DOA DMV Managers

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://heb.new.new.org">helpdesk@aamva.org</a>

From: Creighton, Susan <screighton@aamva.org>

**Sent:** Thursday, April 20, 2017 7:48 AM **To:** Pressley, Dillon (DOA sponsored)

Cc: Chaudhry, Amir; Garber, Casey; Nolen, David B (DOA); Peters, Mina L (DOA); Anderson,

Patrick (DOA sponsored)

**Subject:** RE: AK - NMVTIS Re-write - SC/SD testing

#### Hi Dillon,

I ran the test cases that sent you the unsolicited messages. I see that you responded to the inquiry and to the CSOT but not the UNDO CSOT. Please look into this and also check the responses to ensure all fields are correct. The first HC was slow coming in the first time so I ran it again once I finished the CSOT and UNDO CSOT and it ran faster.

#### Message Locators:

1704201120210000 1UNIIU 1704201125230001 1UNISD 1704201130140002 1UNINT 1704201138280000 1UNIIU

#### Thanks,

Susan Creighton / 703.908.5893 office

**From:** Dillon Salsman [mailto:dsalsman@resdat.com]

Sent: Wednesday, April 19, 2017 6:21 PM

To: Creighton, Susan

Cc: Chaudhry, Amir; Garber, Casey; David Nolen, AK Dept. of Administration; Mina Peters, AK Dept. of Administration;

Patrick Anderson

Subject: AK - NMVTIS Re-write - SC/SD testing

Hello Susan,

I believe I've sorted out the issue with SC, SD, and preemptively NT. The "AITESTRECORDFORSC" record should currently have the SOT successfully changed to S7.

At your earliest convenience could you please:

- Send an NT for "AITESTRECORDFORSC"
- Manually reset the pointer to AI if the NT happens to fail
- Send once again an SC, SD, and NT for "AITESTRECORDFORSC"

#### Thank you,

**Dillon Salsman-Pressley** • Programmer Analyst **Resource Data, Inc.** People • Technology • Results 560 E 34<sup>TH</sup> Ave #100

Anchorage, Alaska 99503

Direct: 907 743 7531 • Fax: 907 561 0159

 $\hbox{E-mail:} \ \underline{\hbox{\it dsalsman@resdat.com}} \ \ \bullet \ \ \hbox{Web:} \ \underline{\hbox{\it www.resourcedata.com}}$ 

From: Dluzynski, Janice < JDluzynski@aamva.org>

**Sent:** Thursday, April 20, 2017 8:03 AM

**To:**Anna.Sledge@alea.alabama.gov; Tham, Nichole M (DOA); twalters@azdot.gov; monty.pride@asp.arkansas.gov; Marina.Smith@dmv.ca.gov; kim.tovar@dmv.ca.gov;

jwoodward@dmv.ca.gov; marco.vazzano@state.co.us; sarah.werner@state.co.us;

michael.bzdyra@ct.gov; scott.vien@state.de.us; stankirkland@flhsmv.gov;

AmandaGerardino@flhsmv.gov; smoore3@dds.ga.gov; alton.roane@dor.ga.gov;

pko@honolulu.gov; amy.kearns@ltd.idaho.gov; dcooper@ilsos.net; MRiseling@ilsos.net;

dbuterbaugh@bmv.in.gov; glenn.anness@icbc.com; mark.lowe@iowadot.us; melissa.spiegel@iowadot.us; shelly.bartron@ks.gov; Julie.Earnest@ks.gov; kent.selk@ks.gov; matthew.cole@ky.gov; rick.taylor@ky.gov; Jo Carol Roberts;

Ashleigh.Bossom@la.gov; gwen.dunware@la.gov; staci.hoyt@dps.la.gov; karen.st.germain@la.gov; kimberly.watson@la.gov; Patty Morneault;

dburns@mpi.mb.ca; nharry1@mdot.state.md.us; carpenterm1@michigan.gov; longk1

@michigan.gov; joan.kopcinski@state.mn.us; kbrown@dps.ms.gov;

crystal.judge@dor.mo.gov; Brad.Brester@dor.mo.gov; msnowberger@mt.gov; sara.orourke@nebraska.gov; jhurin@dmv.nv.gov; jbarthelmes@safety.state.nh.us; maria.buckman@dos.nh.gov; elizabeth.bielecki@dos.nh.gov; Raymond Martinez; Robert.porreca@mvc.nj.gov; AliciaC.Ortiz@state.nm.us; theresa.egan@dmv.ny.gov;

alandoody@gov.nl.ca; tlbucholtz@ncdot.gov; bsmith25@ncdot.gov;

tspence@ncdot.gov; gjackson@nd.gov; Steve\_loutitt@gov.nt.ca; lgee@gov.nu.ca; gedwards@dps.ohio.gov; iferguson@dps.ohio.gov; jeff.hankins@dps.ok.gov;

Maryanne.Cirillo@ontario.ca; david.silva@ontario.ca; Heidi Francis; Bryce.A.MCKENNA@ODOT.state.or.us; Myers, Kurt; glminer@gov.pe.ca;

Lisa.Antonaccio@dmv.ri.gov; Clare.Sedlock@dmv.ri.gov; scrighton@sgi.sk.ca;

sdelmaire@sgi.sk.ca; jlavallee@sgi.sk.ca; Darcy.bly@gov.ab.ca;

harold.blaney@saaq.gouv.qc.ca; Peggy.Fouty@SCDMV.net; annie.phelps@scdmv.net; Jane Schrank; larry.godwin@tn.gov; michael.hogan@tn.gov; edwin.mimms@tn.gov;

Ron.coleman@dps.texas.gov; sheri.gipson@dps.texas.gov; Mimzie.Dennis@dps.texas.gov; Janie.sawatsky@dps.texas.gov;

Christopher.Sawyer@dps.texas.gov; Heather.Strawn@dps.texas.gov; nleavitt@utah.gov; ccaras@utah.gov; Grim, Karen; kmathis@dol.wa.gov; Robert.Combs@dot.wi.gov;

tracy.bendera@gov.yk.ca

**Subject:** AAMVA Survey Request - District of Columbia is seeking information on employee

training guides

Please respond to this survey from the District of Columbia. The jurisdictions that have already responded are listed after the survey.

Employee Training Guide (Ends 05/19/2017) Response received from Vermont.

District of Columbia appreciates your response. Please let me know if you have any questions about using the survey tool.

Thank you.

Janice Dluzynski | American Association of Motor Vehicle Administrators (703) 908-5842 | jdluzynski@aamva.org

Note: All <u>open surveys</u> and <u>survey responses</u> can be accessed by going to <u>www.aamva.org</u> and clicking on the Solutions & Best Practices tab on the navigation bar or the New Surveys tab in the box on the left side of the screen.

From: Prior, Sheila <sprior@aamva.org>
Sent: Thursday, April 20, 2017 8:17 AM

**To:** Thompson, Marla R (DOA) **Subject:** RE: Region IV Registration

Marla,

I believe I have fixed the issue. Please try again.

While I have you . . . We just learned of an Alaska court ruling about gender (shown below). We're adjusting one of our sessions including this topic, but if needed, could you talk about this case and the effect on your agency?

Thanks

Sheila

K.L., Appellant, v. STATE of Alaska, DEPARTMENT OF ADMINISTRATION, DIVISION OF MOTOR VEHICLES, Appellee.

March 12, 2012.

Background: Male-to-female transgendered person appealed the decision of an Administrative Hearing Officer (AHO) which found, inter alia, that the Department of Administration, Division of Motor Vehicles (DMV) lacked the authority to change the sex designation on a driver's license.

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

## Have you been MOVE'd?

For up-to-date content visit the online version of AAMVA's award-winning magazine.



Please consider the environment before printing this e-mail

From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

**Sent:** Wednesday, April 19, 2017 3:32 PM **To:** Prior, Sheila <sprior@aamva.org> **Subject:** RE: Region IV Registration

I totally meant to send you an email! I tried the last time and it won't let me go past the credit card and since that was part of the grant I wondered if you needed me to do it a different way?

Thanks, Marla

From: Prior, Sheila [mailto:sprior@aamva.org] Sent: Wednesday, April 19, 2017 11:49 AM

To: Thompson, Marla R (DOA) <marla.thompson@alaska.gov>

Subject: Region IV Registration

Hi Marla,

I note that you have not yet registered for the upcoming Region IV conference and urge you to do so at your earliest convenience. You can do so on the R-IV webpage at http://www.aamva.org/2017-Region-IV-Conference-Home-/.

Thanks much! See you in Seattle.

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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For up-to-date content visit the online version of AAMVA's award-winning magazine.



Please consider the environment before printing this e-mail

From: events@aamva.org

**Sent:** Thursday, April 20, 2017 10:16 AM **To:** Thompson, Marla R (DOA)

Subject: Registration completed for Event - 2017 Region IV Conference

Thank you for submitting your registration. If you need to make any changes, please contact the AAMVA Member & Conference Services staff by email at <a href="mailto:events@aamva.org">events@aamva.org</a> or by phone at 703-522-4200. If you need to cancel your registration please log into AAMVA's website and click My AAMVA. The conference you have registered for will be listed and you can select the conference to cancel. Please note that there may be a cancellation fee.

**Event Name: 2017 Region IV Conference** 

Event Date: 5/21/2017-5/24/2017

**Event Location:** Seattle, WA

<b>Registrant Name</b>	Fee Type		Fee Amount
Marla Thompson	2017 Region IV Grant Reg Fee for Region IV Conference Standard Rate		\$400.00
Session Name Session Date			
Breakfast Buffet 5/22/2017		5/22/2017	
Lunch with Exhibitors		5/22/2017	
Presidents' Reception		5/22/2017	
Breakfast with Exhibitors 5/23		5/23/2017	
On Your Own (Choose One) 5/23/2017		5/23/2017	
Charity Auction/Washington State Banquet 5/24/2017			
Lunch 5/24/2017			

## **Registrant Payment:**

Payment Method:	Your 2017 Region IV Conference registration fee is being pre-paid by the Region IV Grant.
Payment Amount:	\$400.00

NOTICE: This e-mail message and any attachments to it contain confidential information and are intended

solely for the use of the individual(s) or entities to which it is addressed. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may not copy or deliver this message to anyone. In such case, you should destroy this message and kindly notify the sender by reply email.

From: Manuel, Thomas <TManuel@aamva.org>
Sent: Thursday, April 20, 2017 11:25 AM

**To:** Peters, Mina L (DOA)

**Subject:** Automatic reply: AK - NMVTIS Questionnaires

I am currently out of the office for an extended period of time. During my absence please contact Vivienne Cameron at vcameron@aamva.org.

From: Creighton, Susan <screighton@aamva.org>

**Sent:** Thursday, April 20, 2017 12:16 PM

**To:** Peters, Mina L (DOA); Nolen, David B (DOA); Anderson, Patrick (DOA sponsored);

Pressley, Dillon (DOA sponsored); Leonardo, Debra L (DOA); Brosnan, Patrick P (DOA)

Cc: Chaudhry, Amir; Garber, Casey; Manuel, Thomas

**Subject:** RE: AK - NMVTIS Questionnaires

Thanks Mina, I will review these as soon as I can and we should be able to set a firm structured testing date at next week's meeting.

#### Thanks,

Susan Creighton / 703.908.5893 office

From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Thursday, April 20, 2017 3:25 PM

To: Creighton, Susan; Nolen, David B (DOA); Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored);

Leonardo, Debra L (DOA); Brosnan, Patrick P (DOA)

Cc: Chaudhry, Amir; Garber, Casey; Manuel, Thomas

Subject: RE: AK - NMVTIS Questionnaires

Good afternoon, Susan,

Here are the questionnaires returned with the clarifications requested.

If you have any further specific questions, please reply to David Nolen, Patrick Anderson, Patrick Brosnan, Dillon Pressley, Debra Leonardo, and myself. All are on this email chain.

Please review these, and let's plan to set up a firm structured test date at next week's NMVTIS meeting. Thank you!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Thursday, April 06, 2017 8:40 AM

**To:** Nolen, David B (DOA) < <a href="mailto:david.nolen@alaska.gov">david.nolen@alaska.gov</a>; Peters, Mina L (DOA) < <a href="mailto:mina.peters@alaska.gov">mina.peters@alaska.gov</a>; Anderson, Patrick (DOA sponsored) < <a href="mailto:david.nolen@alaska.gov">david.nolen@alaska.gov</a>; Pressley, Dillon (DOA sponsored) <a href="mailto:david.nolen@alaska.gov">david.nolen@alaska.gov</a>; Pressley, Dil

Cc: Chaudhry, Amir <AChaudhry@aamva.org>; Garber, Casey <CGarber@aamva.org>; Manuel, Thomas

<TManuel@aamva.org>

Subject: AK - NMVTIS Questionnaires

Hi AK,

Attached are the questionnaires with my questions/comments. You need to turn the edit on to be able to see the comments. I accepted all the changes on the documents so we can start fresh. Please update the questionnaires with tracking on. Also on the Test Questionnaire there were five questions that had erroneously been listed under the "Batch Only Questions" that pertain to both online and batch that I have pulled out and put at the bottom. Please answer those.

Please don't hesitate to let me know if you have questions.

#### Thanks

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

#### Be part of the solution.

Help protect states and consumers from vehicle fraud and unsafe vehicles; get information from the National Motor Vehicle Title Information System.

#### **Confidentiality Notice:**

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쿐□놡□ □ - From: Castillo, Oscar <OCastillo@aamva.org>

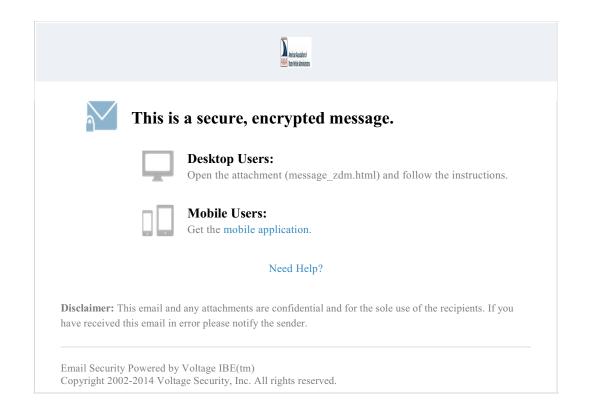
**Sent:** Friday, April 21, 2017 9:33 AM

**To:** Whiteside, Lauren M (DOA); Peters, Mina L (DOA)

**Cc:** Rogers, Jessie; Castillo, Oscar

**Subject:** AK - Error Rates of Messages to the CDLIS Central Site (CD90.6.1 and CD90.6.2)

Attachments: message\_zdm.html



Open Message

Sign In is required for first time users, every 90 days, or after deleting your browser history.

The Sign In process requires an Authorization Code which can be entered in the following screen.

If you do not have a code, please contact AAMVA by sending an email to helpdesk@aamva.org.

If you do not see or cannot click / tap the Click to Read Message button:

Desktop Users: Forward your original message and its attachment to zdm@vsn.voltage.com and check your inbox for a link to view it.

Mobile Users: Install the mobile application.

Need Help?

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From: Castillo, Oscar < OCastillo@aamva.org >

**Sent:** Friday, April 21, 2017 9:46 AM

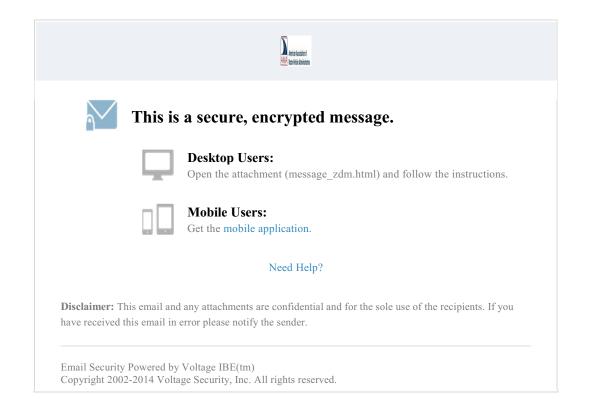
To: Whiteside, Lauren M (DOA); Peters, Mina L (DOA)

Cc: Lewellyn, Tracey (DOT sponsored); 'Laura.Edwards@dot.gov'; Carlos Dequina;

Wendy.Cunningham@dot.gov; Rogers, Jessie; Castillo, Oscar

**Subject:** AK - Error Rates of Messages to the CDLIS Central Site (CD90.6.1 and CD90.6.2)

Attachments: message\_zdm.html



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Need Help?

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:17 AM
To: Brosnan, Patrick P (DOA)

**Subject:** AAMVA Training for Jurisdictions

## **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

#### **APRIL:**

25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced)
26 WED 2:00-4:00 PM ET CD14 Mark Driver Unique (intermediate)
27 THU 2:00-4:00 PM ET CD10 Delete Master Pointer Record (intermediate)

## MAY:

1 MON 2:00-4:00 PM ET CDLIS Performance Reports Part 1 (intermediate)
2 TUE 2:00-4:00 PM ET CDLIS Performance Reports Part 2 (intermediate)
3 WED 2:00-4:00 PM ET CD904.1 Out-of-State Transaction Reports (advanced)

9 TUE 2:00-4:00 PM ET CDLIS Reports- Identifying Potential Issues Part 1 (advanced) 10 WED 2:00-4:00 PM ET CDLIS Reports- Identifying Potential Issues Part 2 (advanced)

16 TUE 2:00-4:00 PM ET CD03 State-to-State Status Request (intermediate) 17 WED 2:00-4:00 PM ET CD04 State-to-State History Request (intermediate) 18 THU 2:00-4:00 PM ET CDLIS: Improving Data Quality (basic)

23 TUE 2:00-4:00 PM ET ACD Basics (basic)
24 WED 2:00-4:00 PM ET ACD Advanced (advanced)
25 THU 2:00-4:00 PM ET ACD Using Specific Codes (advanced)

30 TUE 2:00-4:00 PM ET CDLIS Rules for Driver Convictions (intermediate) 31 WED 2:00-4:00 PM ET CD11 Report-Out-of-State Conviction (intermediate)

Click the link below to view the course catalog and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a>.

If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to <a href="mailto:trainer@aamva.org">trainer@aamva.org</a>.

pasting

 From:
 AAMVA\_NoReply@AAMVA.org

 Sent:
 Friday, April 21, 2017 10:17 AM

 To:
 OBrien, Audrey K (DOA)

Subject: AAMVA Training for Jurisdictions

## **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

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25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced)
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쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:18 AM

**To:** Peters, Mina L (DOA)

**Subject:** AAMVA Training for Jurisdictions

## **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

#### **APRIL:**

25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced) 26 WED 2:00-4:00 PM ET CD14 Mark Driver Unique (intermediate) 27 THU 2:00-4:00 PM ET CD10 Delete Master Pointer Record (intermediate)

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From: AAMVA\_NoReply@AAMVA.org Sent: Friday, April 21, 2017 10:19 AM To:

Tham, Nichole M (DOA)

**Subject: AAMVA Training for Jurisdictions** 

# **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

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25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced) 26 WED 2:00-4:00 PM ET CD14 Mark Driver Unique (intermediate) 27 THU 2:00-4:00 PM ET CD10 Delete Master Pointer Record (intermediate)

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DMV00014026

쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:19 AM
To: Olzenak, Brianna M (DOA)
Subject: AAMVA Training for Jurisdictions

## **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

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1

쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:33 AM

**To:** Peters, Mina L (DOA)

**Subject:** South Carolina Scheduled Maintenance Sunday, April 23, 2017

## **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Sunday, April 23, 2017 from 1:00 PM ET to 4:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:33 AM

To: Nolen, David B (DOA)

**Subject:** South Carolina Scheduled Maintenance Sunday, April 23, 2017

## **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Sunday, April 23, 2017 from 1:00 PM ET to 4:00 PM ET. South Carolina will be unavailable during this time period.

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From: Nolen, David B (DOA)

 Sent:
 Friday, April 21, 2017 10:33 AM

 To:
 AAMVA\_NoReply@AAMVA.org

Subject: Automatic reply: South Carolina Scheduled Maintenance Sunday, April 23, 2017

I am out of the office from 04/21/2017 through 04/24/2017. I will back in the office 04/25/2017. If you need assistance immediately please call the DMV/IT Help line at (907) 269-5503.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:33 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance Sunday, April 23, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:34 AM

**To:** DOA DMV Managers

**Subject:** South Carolina Scheduled Maintenance Sunday, April 23, 2017

## **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Sunday, April 23, 2017 from 1:00 PM ET to 4:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org Sent: Friday, April 21, 2017 10:34 AM Brosnan, Patrick P (DOA) To:

South Carolina Scheduled Maintenance Sunday, April 23, 2017 Subject:

## **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Sunday, April 23, 2017 from 1:00 PM ET to 4:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: Peters, Mina L (DOA)

**Sent:** Friday, April 21, 2017 10:58 AM

**To:** 'Jordaan, Loffie'

**Subject:** Questions on H1 and SSN type

Hi Loffie,

If you are not the one I should be asking these types questions to, please let me know who I should ask. I know you're busy and hate to bug you, but not sure where else to go.

#### H1 question

We implemented H1 messages with SPEXS. We were told it was optional since we aren't Real ID, but since we anticipate the possibility of becoming a Real ID state, decided it was better to put it in now.

So the question came up for when we ARE Real ID compliant, how do we handle the 9/B block for multiple credentials and duplicates? For example, John Smith has a Real ID compliant license and a customary ID card with AK. How would we handle our response to SC/SB/SG/SD inquiries on the ID card? Would we respond with an H1 for the customary ID, or only the Real ID document?

#### SSN type question

We have been having issues with AZ and SSN type. Our programming prohibits SSN type of "S" unless the last 5 digits are 99999, as per the master spec data dictionary. This goes for other state SSN types as well as internal. However, recently we've come across some SSN types where AZ's pointer loaded a live SSN to the pointer, but used SSN type "S", which is causing us issues. Do we need to change our programming, or does AZ need to fix their records? Since we've had this conversation several times with them, I thought I'd ask.

Thank you, as always!!! It was great seeing you last week!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov





From: Tham, Nichole M (DOA)

**Sent:** Friday, April 21, 2017 11:01 AM

**To:** 'helpdesk@aamva.org'

**Subject:** Message from Support web page

Good afternoon,

I need to update Alaska DMV user access in CSTIMS. Could you please direct me to the appropriate contact?

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Tham, Nichole M (DOA)

**Sent:** Friday, April 21, 2017 11:01 AM

**To:** 'helpdesk@aamva.org'

**Subject:** Message from Support web page

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Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: AAMVA Help Desk <helpdesk@aamva.org>

Sent: Friday, April 21, 2017 11:03 AM

**To:** Tham, Nichole M (DOA)

**Subject:** Message from Support web page ISSUE=162258 PROJ=11

**Attachments:** image001\_20170421150312\_440074.jpg

When replying, type your text above this line.

## **Notification of Ticket Registration**

Thank you for opening a ticket with the AAMVA Operations Help Desk. Meeting your needs is important to us.

An AAMVA Operations representative has been assigned to review your request. AAMVA's Help Desk office hours are 7am ET - 10pm ET Monday through Friday and 8am ET - 4:30pm ET on Saturday. If this request was received within this timeframe, the representative will be contacting you shortly in regards to completing your request.

If this request was made after hours, it will be actively worked during the morning of the next business day. If you have any questions, or if this is an after-hours emergency, please contact the AAMVA Operations Department by replying to this email, or by calling 1-888-226-8280 option 1.

**Ticket:** Message from Support web page

Ticket Number: 162258

Status: Request Date: 04/21/2017

Time: 15:03:20 Created By:nichole.tham@alaska.gov

#### Comment:

Good afternoon,

I need to update Alaska DMV user access in CSTIMS. Could you please direct me to the appropriate contact?

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

[cid:2B9B7AC4-7129-4883-AB35-2F65A4EA927F@gci.net]

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Current Assignees: Ops Help Desk, Daniel Gomez

CC(s):

1

Ticket last edited by nichole.tham@alaska.gov



From: Tham, Nichole M (DOA)

**Sent:** Friday, April 21, 2017 11:05 AM

To: 'hgollos@aamva.org'
Subject: CSTIMS Alaska

Hello Mr. Gollos,

I'm writing to obtain another copy of the executed modification to the AAMVA/Alaska CSTIMS agreement expiring 9/30/2017. Additionally I'm seeking assistance with updating the Alaska CSTIMS ROOSTR contacts and updating user access. I've sent a request to the AAMVA helpdesk regarding user access, but if there's a better contact for general CSTIMS questions or jurisdiction support, please let me know.

Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2
Lauren Whiteside
907-269-5129
lauren.whiteside@alaska.gov

Thank you,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Tham, Nichole M (DOA)

**Sent:** Friday, April 21, 2017 11:05 AM

To: 'hgollos@aamva.org'
Subject: CSTIMS Alaska

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Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2
Lauren Whiteside
907-269-5129
lauren.whiteside@alaska.gov

Thank you,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: rholleger@aamva.org

**Sent:** Friday, April 21, 2017 11:09 AM **To:** Tham, Nichole M (DOA)

**To:** Tham, Nichole M (DOA) **Subject:** AAMVA Password Reminder

Dear

You have requested a Password Reminder from AAMVA.

Please login using the following information:

Portal Website Address: aamva.intevista.com

Username: Password:

Sincerely, AAMVA

\*Note: If you did not request a Password Reminder, please disregard this Message.

쿐□놡□ □ - From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Friday, April 21, 2017 11:32 AM **To:** Tham, Nichole M (DOA)

**Subject:** AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

**Attachments:** image001\_20170421150312\_440074.jpg

When replying, type your text above this line.

## **Notification of Ticket Change**

Thank you for opening a ticket with the AAMVA Operations Help Desk. Meeting your needs is important to us.

An AAMVA Operations representative has been assigned to review your request. AAMVA's Help Desk office hours are 7am ET - 10pm ET Monday through Friday and 8am ET - 4:30pm ET on Saturday. If this request was received within this timeframe, the representative will be contacting you shortly in regards to completing your request.

If this request was made after hours, it will be actively worked during the morning of the next business day. If you have any questions, or if this is an after-hours emergency, please contact the AAMVA Operations Department by replying to this email, or by calling 1-888-226-8280 option 1.

**Ticket:** AK CSTIMS: Message from Support web page

Ticket Number: 162258

**Status:** Assigned **Date:** 04/21/2017 **Time:** 15:31:30 **Creation Date:**04/21/2017

Creation Time:15:03:15 Created By: nichole.tham@alaska.gov

#### Comment:

Nichole,

We will contact someone from the CSTIMS team and have them follow up on your issue.

Kind Regards,

**Dan Gomez** | Senior Operation Analyst, Operational Support | AAMVA | 4401 Wilson Blvd, Suite 700, Arlington, VA 22203 | Help Desk 888.226.8280 Opt 1 | helpdesk@aamva.org | www.aamva.org

Current Assignees: Ops Help Desk, Daniel Gomez, Web Apps, Ram Vaishnapu

1

# CC(s):

# **Ticket Information:**

**Type:** Request **Subtype:** Set Up / Configuration

**Category:** Application **Subcategory:** Web Apps

Component:CSTIMS

Ticket last edited by Daniel Gomez



From: Tham, Nichole M (DOA)
Sent: Friday, April 21, 2017 11:32 AM

To: 'helpdesk@aamva.org'

Subject: RE: AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: AAMVA Help Desk [mailto:helpdesk@aamva.org]

Sent: Friday, April 21, 2017 11:32 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

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An AAMVA Operations representative has been assigned to review your request. AAMVA's Help Desk office hours are 7am ET - 10pm ET Monday through Friday and 8am ET - 4:30pm ET on Saturday. If this request was received within this timeframe, the representative will be contacting you shortly in regards to completing your request.

If this request was made after hours, it will be actively worked during the morning of the next business day. If you have any questions, or if this is an after-hours emergency, please contact the AAMVA Operations Department by replying to this email, or by calling 1-888-226-8280 option 1.

**Ticket:** AK CSTIMS: Message from Support web page

Ticket Number: 162258

 Status:
 Assigned Date:
 04/21/2017

 Time:
 15:31:30 Creation Date:04/21/2017

Creation Time:15:03:15 Created By: <a href="mailto:nichole.tham@alaska.gov">nichole.tham@alaska.gov</a>

Comment:

Nichole,

We will contact someone from the CSTIMS team and have them follow up on your issue.

Kind Regards,

**Dan Gomez** | Senior Operation Analyst, Operational Support | AAMVA | 4401 Wilson Blvd, Suite 700, Arlington, VA 22203 | Help Desk 888.226.8280 Opt 1 | helpdesk@aamva.org | www.aamva.org

Current Assignees: Ops Help Desk, Daniel Gomez, Web Apps, Ram Vaishnapu

CC(s):

**Ticket Information:** 

**Type:** Request **Subtype:** Set Up / Configuration

Category: Application Subcategory: Web Apps

**Component:**CSTIMS

Ticket last edited by Daniel Gomez



From: Tham, Nichole M (DOA)

Sent: Friday, April 21, 2017 11:32 AM

To: 'helpdesk@aamva.org'

Subject: RE: AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: AAMVA Help Desk [mailto:helpdesk@aamva.org]

Sent: Friday, April 21, 2017 11:32 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

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CC(s):

**Ticket Information:** 

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Category: Application Subcategory: Web Apps

**Component:**CSTIMS

Ticket last edited by Daniel Gomez



From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Friday, April 21, 2017 11:35 AM **To:** Tham, Nichole M (DOA)

**Subject:** AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

**Attachments:** image001\_20170421150312\_440074.jpg; image001\_20170421153508\_523664.jpg

When replying, type your text above this line.

## **Notification of Ticket Change**

**Ticket:** AK CSTIMS: Message from Support web page

Ticket Number: 162258

 Status:
 Customer Responded Date:
 04/21/2017

 Time:
 15:35:12
 Creation Date: 04/21/2017

Creation Time:15:03:15 Created By: nichole.tham@alaska.gov

#### Comment:

Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

[cid:2B9B7AC4-7129-4883-AB35-2F65A4EA927F@gci.net]

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Current Assignees: Ops Help Desk, Daniel Gomez, Web Apps, Ram Vaishnapu

CC(s):

#### **Ticket Information:**

**Type:** Request **Subtype:** Set Up / Configuration

Category: Application Subcategory: Web Apps

**Component:**CSTIMS

Ticket last edited by nichole.tham@alaska.gov

1





From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Friday, April 21, 2017 11:39 AM **To:** Tham, Nichole M (DOA)

**Subject:** AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

**Attachments:** image001\_20170421150312\_440074.jpg; image001\_20170421153508\_523664.jpg

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Status: Customer Responded Date: 04/21/2017
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Creation Time:15:03:15 Created By: nichole.tham@alaska.gov

### Comment:

Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

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Current Assignees: Tamanna Haque, Ops Help Desk, Daniel Gomez, Web Apps, Greg McNally

CC(s):

#### **Ticket Information:**

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**Component:**CSTIMS

Ticket last edited by Ram Vaishnapu





From: RegionalNews@aamva.org

Sent: Friday, April 21, 2017 11:49 AM

To: Leonardo, Debra L (DOA)

Subject: Regional News - April 21, 2017

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Subject: Regional News - April 21, 2017

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From: RegionalNews@aamva.org

Sent: Friday, April 21, 2017 11:49 AM

To: Thompson, Marla R (DOA)

Subject: Regional News - April 21, 2017

April 21, 2017



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From: Nolen, David B (DOA)

Sent:Friday, April 21, 2017 11:49 AMTo:RegionalNews@aamva.org

**Subject:** Automatic reply: Regional News - April 21, 2017

I am out of the office from 04/21/2017 through 04/24/2017. I will back in the office 04/25/2017. If you need assistance immediately please call the DMV/IT Help line at (907) 269-5503.

From: Jonathan Sherman <JSherman@aamva.org>

**Sent:** Friday, April 21, 2017 1:00 PM

To: DOA DMV IT notices

**Subject:** Nevada Scheduled Maintenance Sunday, April 23 2017

#### **Jurisdictions:**

AAMVA has been informed that Nevada will be performing scheduled maintenance on Sunday, April 23, 2017 from 8:15 PM ET to Monday, April 24, 2017at 3:00 AM ET. Nevada will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

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From: Jordaan, Loffie <LJordaan@aamva.org>

**Sent:** Friday, April 21, 2017 2:21 PM

**To:** Peters, Mina L (DOA)

**Subject:** RE: Questions on H1 and SSN type

Mina,

We will gladly look into this for you. (Unfortunately I am not yet at the point where I can answer of the top of my head. 
©) I will assign internally and let you know what we find.

Thanks,

Loffie

From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Friday, April 21, 2017 14:58

To: Jordaan, Loffie <LJordaan@aamva.org>
Subject: Questions on H1 and SSN type

Hi Loffie,

If you are not the one I should be asking these types questions to, please let me know who I should ask. I know you're busy and hate to bug you, but not sure where else to go.

#### H1 question

We implemented H1 messages with SPEXS. We were told it was optional since we aren't Real ID, but since we anticipate the possibility of becoming a Real ID state, decided it was better to put it in now.

So the question came up for when we ARE Real ID compliant, how do we handle the 9/B block for multiple credentials and duplicates? For example, John Smith has a Real ID compliant license and a customary ID card with AK. How would we handle our response to SC/SB/SG/SD inquiries on the ID card? Would we respond with an H1 for the customary ID, or only the Real ID document?

#### SSN type question

We have been having issues with AZ and SSN type. Our programming prohibits SSN type of "S" unless the last 5 digits are 99999, as per the master spec data dictionary. This goes for other state SSN types as well as internal. However, recently we've come across some SSN types where AZ's pointer loaded a live SSN to the pointer, but used SSN type "S", which is causing us issues. Do we need to change our programming, or does AZ need to fix their records? Since we've had this conversation several times with them, I thought I'd ask.

Thank you, as always!!! It was great seeing you last week!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles

1

### Mina.Peters@alaska.gov





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Faster, friendlier, more accessible.

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Loffie

From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Friday, April 21, 2017 14:58

To: Jordaan, Loffie <<u>LJordaan@aamva.org</u>>
Subject: Questions on H1 and SSN type

Hi Loffie,

If you are not the one I should be asking these types questions to, please let me know who I should ask. I know you're busy and hate to bug you, but not sure where else to go.

#### H1 question

We implemented H1 messages with SPEXS. We were told it was optional since we aren't Real ID, but since we anticipate the possibility of becoming a Real ID state, decided it was better to put it in now.

1

So the question came up for when we ARE Real ID compliant, how do we handle the 9/B block for multiple credentials and duplicates? For example, John Smith has a Real ID compliant license and a customary ID card with AK. How would we handle our response to SC/SB/SG/SD inquiries on the ID card? Would we respond with an H1 for the customary ID, or only the Real ID document?

#### SSN type question

We have been having issues with AZ and SSN type. Our programming prohibits SSN type of "S" unless the last 5 digits are 99999, as per the master spec data dictionary. This goes for other state SSN types as well as internal. However, recently we've come across some SSN types where AZ's pointer loaded a live SSN to the pointer, but used SSN type "S", which is causing us issues. Do we need to change our programming, or does AZ need to fix their records? Since we've had this conversation several times with them, I thought I'd ask.

Thank you, as always!!! It was great seeing you last week!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov







From: NmvtisReports@aamva.org
Sent: Friday, April 21, 2017 4:18 PM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170420.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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### Duplicate Vin Report ALASKA (AK) for 4/20/2017

Page: 1

Duplicate VINs Created By ALASKA No Duplicates Created on 4/20/2017

Document ID: 0.7.1187.75159-000001

쿐□놡□ □ From: NmvtisReports@aamva.org
Sent: Friday, April 21, 2017 4:22 PM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170420.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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### Daily Suspense Report

Run Date:

Page: 1

4/21/2017

roduction

4/20/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: NmvtisReports@aamva.org
Sent: Saturday, April 22, 2017 3:41 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170421.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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# Duplicate Vin Report ALASKA (AK) for 4/21/2017

Environment: Bradusti

Page: 1

Duplicate VINs Created By ALASKA

1

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: CE141F607974 (Number Of Duplicate Titles:2)

-	•	•	•				
	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	CE141F607974	ALASKA	5093363	CHEV/1971	3/15/2017	4/21/2017	Interactive CSOT
History #1	CE141F607974	ALABAMA	38DG524	CHEV/1971	11/9/2016	11/10/2016	Batch Add of Title
History #2	CE141F607974	ALABAMA	38DG524	CHEV/1971	2/18/2016	2/19/2016	Batch Add of Title
History #3	CE141F607974	ALABAMA	VFF752	CHEV/1971	11/30/2015	12/1/2015	Batch Add of Title
History #4	CE141F607974	ALABAMA	VFF752	CHEV/1971	9/14/2015	9/15/2015	Batch Add of Title
Current	CE141F607974	ALABAMA	59DT452	CHEV/1970	5/11/2001	7/13/2003	Batch Add of Title

Number Of Addition to Existing Duplicates Created

Total Number Of Duplicate VINs created:

From: NmvtisReports@aamva.org
Sent: Saturday, April 22, 2017 3:45 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

Attachments: SuspenseReport\_AK\_20170421.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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### Daily Suspense Report

Run Date:

4/22/2017

Page: 1

icht. Production

4/21/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:24 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** CDLIS and S2S Production Brief Interruption

#### CDLIS and S2S Participants:

CDLIS and S2S Production experienced a brief interruption of service for 2 minutes 36 seconds between

7:40:16 PM ET and 7:42:52 PM ET. CDLIS and S2S Production is currently available and has resumed normal operation.

If you have any questions or concerns, please contact AAMVA Operations at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:25 PM
To: Whiteside, Lauren M (DOA)

**Subject:** CDLIS and S2S Production Brief Interruption

#### CDLIS and S2S Participants:

CDLIS and S2S Production experienced a brief interruption of service for 2 minutes 36 seconds between

7:40:16 PM ET and 7:42:52 PM ET. CDLIS and S2S Production is currently available and has resumed normal operation.

If you have any questions or concerns, please contact AAMVA Operations at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:25 PM

**To:** Peters, Mina L (DOA)

**Subject:** CDLIS and S2S Production Brief Interruption

#### CDLIS and S2S Participants:

CDLIS and S2S Production experienced a brief interruption of service for 2 minutes 36 seconds between

7:40:16 PM ET and 7:42:52 PM ET. CDLIS and S2S Production is currently available and has resumed normal operation.

If you have any questions or concerns, please contact AAMVA Operations at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:26 PM

**To:** Tham, Nichole M (DOA)

**Subject:** CDLIS and S2S Production Brief Interruption

#### CDLIS and S2S Participants:

CDLIS and S2S Production experienced a brief interruption of service for 2 minutes 36 seconds between

7:40:16 PM ET and 7:42:52 PM ET. CDLIS and S2S Production is currently available and has resumed normal operation.

If you have any questions or concerns, please contact AAMVA Operations at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

1

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:26 PM

**To:** DOA DMV IT notices

**Subject:** CDLIS and S2S Production Brief Interruption

#### CDLIS and S2S Participants:

CDLIS and S2S Production experienced a brief interruption of service for 2 minutes 36 seconds between

7:40:16 PM ET and 7:42:52 PM ET. CDLIS and S2S Production is currently available and has resumed normal operation.

If you have any questions or concerns, please contact AAMVA Operations at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>

쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:31 PM

To: Brosnan, Patrick P (DOA)

**Subject:** NMVTIS is Available – Brief Interruption

#### **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 12 seconds between 7:40:25 PM ET and 7:40:37 PM ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:32 PM

To: Nolen, David B (DOA)

**Subject:** NMVTIS is Available – Brief Interruption

### **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 12 seconds between 7:40:25 PM ET and 7:40:37 PM ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:32 PM

To: DOA DMV IT notices

**Subject:** NMVTIS is Available – Brief Interruption

## **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 12 seconds between 7:40:25 PM ET and 7:40:37 PM ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: NmvtisReports@aamva.org
Sent: Sunday, April 23, 2017 7:10 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

Attachments: DuplicateVinReportDW\_AK\_20170422.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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# Duplicate Vin Report ALASKA (AK) for 4/22/2017

Environment:

4/23/2017

Page: 1

Duplicate VINs Created By ALASKA

No Duplicates Created on 4/22/2017

From: NmvtisReports@aamva.org
Sent: Sunday, April 23, 2017 7:14 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170422.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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# Daily Suspense Report

Run Date:

4/23/2017

nt: Production

Page: 1

4/22/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: NmvtisReports@aamva.org
Sent: NmvtisReports@aamva.org
Monday, April 24, 2017 2:24 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170423.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK) for 4/23/2017

Environment:

1/24/2017

Page: 1

Duplicate VINs Created By ALASKA
No Duplicates Created on 4/23/2017

Document ID: 0.7.1187.75137-000001

From: NmvtisReports@aamva.org
Sent: NmvtisReports@aamva.org
Monday, April 24, 2017 2:28 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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SuspenseReport...

the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

Page: 1

4/24/2017

Production

4/23/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: Dluzynski, Janice < JDluzynski@aamva.org>

**Sent:** Monday, April 24, 2017 4:02 AM

**To:**Anna.Sledge@alea.alabama.gov; Tham, Nichole M (DOA); twalters@azdot.gov; monty.pride@asp.arkansas.gov; Marina.Smith@dmv.ca.gov; kim.tovar@dmv.ca.gov; jwoodward@dmv.ca.gov; marco.vazzano@state.co.us; sarah.werner@state.co.us;

michael.bzdyra@ct.gov; scott.vien@state.de.us; Babers, Lucinda;

stankirkland@flhsmv.gov; AmandaGerardino@flhsmv.gov; smoore3@dds.ga.gov;

alton.roane@dor.ga.gov; pko@honolulu.gov; amy.kearns@ltd.idaho.gov; dcooper@ilsos.net; MRiseling@ilsos.net; dbuterbaugh@bmv.in.gov;

mark.lowe@iowadot.us; melissa.spiegel@iowadot.us; shelly.bartron@ks.gov;

Carol Roberts; Patty Morneault; nharry1@mdot.state.md.us; carpenterm1 @michigan.gov; longk1@michigan.gov; joan.kopcinski@state.mn.us; kbrown@dps.ms.gov; crystal.judge@dor.mo.gov; Brad.Brester@dor.mo.gov; msnowberger@mt.gov; sara.orourke@nebraska.gov; jhurin@dmv.nv.gov;

jbarthelmes@safety.state.nh.us; maria.buckman@dos.nh.gov;

elizabeth.bielecki@dos.nh.gov; Raymond Martinez; Robert.porreca@mvc.nj.gov; AliciaC.Ortiz@state.nm.us; theresa.egan@dmv.ny.gov; tlbucholtz@ncdot.gov; bsmith25 @ncdot.gov; tspence@ncdot.gov; gjackson@nd.gov; gedwards@dps.ohio.gov;

jferguson@dps.ohio.gov; jeff.hankins@dps.ok.gov;

Bryce.A.MCKENNA@ODOT.state.or.us; Myers, Kurt; Peggy.Fouty@SCDMV.net; annie.phelps@scdmv.net; Jane Schrank; larry.godwin@tn.gov; michael.hogan@tn.gov; edwin.mimms@tn.gov; Ron.coleman@dps.texas.gov; sheri.gipson@dps.texas.gov;

Mimzie.Dennis@dps.texas.gov; Janie.sawatsky@dps.texas.gov;

Christopher.Sawyer@dps.texas.gov; Heather.Strawn@dps.texas.gov; nleavitt@utah.gov;

ccaras@utah.gov; Robert Ide; michael.smith@vermont.gov; Grim, Karen;

kmathis@dol.wa.gov; Robert.Combs@dot.wi.gov

**Subject:** AAMVA Survey Request - Rhode Island is seeking information on SR-22 certificates

Please respond to this survey from Rhode Island. The jurisdictions that have already responded are listed after the survey.

SR-22 Certificates (Ends 05/22/2017) Response received from Louisiana.

Rhode Island appreciates your response. Please let me know if you have any questions about using the survey tool.

Thank you.

Janice Dluzynski | American Association of Motor Vehicle Administrators (703) 908-5842 | jdluzynski@aamva.org

Note: All <u>open surveys</u> and <u>survey responses</u> can be accessed by going to <u>www.aamva.org</u> and clicking on the Solutions & Best Practices tab on the navigation bar or the New Surveys tab in the box on the left side of the screen.

From: Asma Syeda <ASyeda@aamva.org>
Sent: Monday, April 24, 2017 5:51 AM

To: Nolen, David B (DOA)

**Subject:** AAMVA Training for Jurisdictions





AAMVA Systems Training aims to develop education, training and learning opportunities that meet the needs of AAMVA's membership in the use of all the systems and procedures to ensure commercial driver safety and compliance with Federal regulations. These web-delivered programs do not require travel and are learner-centered, interactive and guaranteed to produce results. All courses are **free** for AAMVA members.

Hello,

Please find the upcoming training schedule below:

2:00-4:00 PM ET

2:00-4:00 PM ET

#### April:

25 TUE	2:00-4:00 PM ET	CDLIS Resolving Duplicate Pointers (advanced)
26 WED	2:00-4:00 PM ET	CD14 Mark Driver Unique (intermediate)
27 THU	2:00-4:00 PM ET	CD10 Delete Master Pointer Record (intermediate)

#### May:

1 MON	2:00-4:00 PM ET	CDLIS Reports A and B Part 1 (intermediate)
2 TUE	2:00-4:00 PM ET	CDLIS Reports A and B Part 2 (intermediate)
3 WED	2:00-4:00 PM ET	CD90.4.1 Out-of State Transaction Reports (advanced
9 TUE	2:00-4:00 PM ET	CDLIS Reports Identifying Potential Issues Part 1
		(advanced)
10 WED	2:00-4:00 PM ET	CDLIS Reports Identifying Potential Issues Part 2
		(advanced)
16 TUE	2:00-4:00 PM ET	CD03 State-to-State Status Request (intermediate)
17 WED	2:00-4:00 PM ET	CD04 State-to-State History Request (intermediate)
18 THU	2:00-4:00 PM ET	CDLIS: Improving Data Quality (basic)
23 TUF	2:00-4:00 PM FT	ACD Basic (basic)

1

ACD Using Specific Codes (advanced)

ACD Advanced (advanced)

24 WED

25 THU

30 TUE	2:00-4:00 PM ET	CDLIS Rules for Driver Convictions (intermediate)
31 WED	2:00-4:00 PM ET	CD11 Report Out-of-State Conviction (intermediate)

#### June:

4	2 00 4 00 DN4 ET	CD42 No sets Out of Chats Consisting (intermediate)
1 THU	2:00-4:00 PM ET	CD12 Negate Out-of-State Conviction (intermediate)

<sup>\*\*\*</sup>This schedule is tentative and subject to change without notice.

Click the link below to view the course catalog and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a>.

If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to <a href="mailto:trainer@aamva.org">trainer@aamva.org</a>.

We look forward to seeing you online,

AAMVA Training Team

쿐□놡□ □

쿐□놡□ □ □ •

Stephens, Melinda < MStephens@aamva.org > From:

Sent: Monday, April 24, 2017 7:29 AM

To: Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV); 'Poitras, Karin

> (DMV)'; Gonzales - DOR, Justine; Crystal Soderman - DOR; Peters, Mina L (DOA); Valentine, Abbey B N (DOA); 'Birchman, David J DMV'; Frey, Andrew; 'Rowland, Robert (DOT)'; JoLynn Peck; 'McJannet, Patrick'; Beverly Pellen; Russell Casler; 'JONES Joshua M';

Gutshall, Camdon (DMV); 'Yssel, Stefan (DMV)'; 'Bartelt, Katherine - DOT'; 'Pazynski,

Steven - DOT'; Kleist, Corey R - DOT

Regmi, Ashish; Chandrasekharan, Madhu Cc:

Subject: FMCSA Survey (Mini Specs)

**Attachments:** Copy of 2017 April CDL Coordinators IT Meeting.xlsx

Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the survey sent out by COB tomorrow Tuesday April 25th. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Thanks!

Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:



NR01 (MEC Verification Inquiry), NR02 (MEC Transmission), NR03 (MEC Search Inquiry), and MS (NRII Master Specification).

As shown for 'NR01' above, AAMVA has been slightly more aggressive than the project schedule and was able to release the NR01 AMIE Mini Specification to the SDLAs ahead of schedule. AAMVA anticipates releasing the NR02 AMIE Mini Specification to the SDLAs within the next couple of weeks. The AAMVA Help Desk will send out a notification to all CDLIS Participants once the NR02 Mini Specification is available. AAMVA anticipates releasing the NR03 AMIE Mini Spec ahead of schedule as well, however the release date is dependent on how review and approval process goes with the CDLIS Working Group and FMCSA. The Mini Specifications (and information regarding what the Mini Specifications are) can be found on the AAMVA website at: <a href="http://www.aamva.org/National-Registry-ll/">http://www.aamva.org/National-Registry-ll/</a>.

SDLAs generally require at least two years from the date that the master specification is published to implement the changes. The CDLIS Working Group's recommendation is for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Wednesday May 3<sup>rd</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

Thank you!

FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

#### Answer-

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

#### Answer-

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

#### Answer-

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

#### Answer-

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

#### Answer-

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

#### Answer-

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

#### Answer-

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

Answer-

### **Mindy Stephens**

Senior Business Analyst (Driver Systems) AAMVA 4401 Wilson Blvd., Suite 700 Arlington, VA 22203 mstephens@aamva.org T: 703.908.8287

www.aamva.org

Safe Drivers - Safe Vehicles - Secure Identities - Saving Lives

## **Confidentiality Notice:**

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- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR<sub>02</sub>

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: McJannet, Patrick <pmcjannet@mt.gov>
Sent: Monday, April 24, 2017 7:59 AM

To: JoLynn Peck; Murphy, Erin (DMV); Crystal Soderman - DOR; 'Birchman, David J DMV';

Frey, Andrew; Russell Casler; Peters, Mina L (DOA); Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); Valentine, Abbey B N (DOA); 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; 'JONES Joshua M'; Stefan (DMV) ' 'Yssel;

'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

Cc: Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** Re: FMCSA Survey (Mini Specs)

Mindy, I believe it would helpful if there was a question I the survey asking about any other issues that would affect the implementation of NRII: resources, system modernization, other projects.

---

Sent from VMware Boxer

On April 24, 2017 at 9:29:24 AM MDT, Stephens, Melinda < MStephens@aamva.org > wrote:

Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the **survey sent out by COB tomorrow Tuesday April 25th**. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we

have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Thanks!

Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:

- AMIE Mini Spec April March 2017
- NR01 NIEM Mini Spec April March 2017
- AMIE Mini Spec June 2017
- NR02 NIEM Mini Spec November 2017
- AMIE Mini Spec September 2017
- NR03 NIEM Mini Spec December 2017
- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

NR01 (MEC Verification Inquiry), NR02 (MEC Transmission), NR03 (MEC Search Inquiry), and MS (NRII Master Specification).

As shown for 'NR01' above, AAMVA has been slightly more aggressive than the project schedule and was able to release the NR01 AMIE Mini Specification to the SDLAs ahead of schedule. AAMVA anticipates releasing the NR02 AMIE Mini Specification to the SDLAs within the next couple of weeks. The AAMVA Help Desk will send out a notification to all CDLIS Participants once the NR02 Mini Specification is available. AAMVA anticipates releasing the NR03 AMIE Mini Spec ahead of schedule as well, however the release date is dependent on how review and approval process goes with the CDLIS Working Group and FMCSA. The Mini Specifications (and information regarding what the Mini Specifications are) can be found on the AAMVA website at: <a href="http://www.aamva.org/National-Registry-II/">http://www.aamva.org/National-Registry-II/</a>.

SDLAs generally require at least two years from the date that the master specification is published to implement the changes. The CDLIS Working Group's recommendation is for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Wednesday May 3<sup>rd</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

Thank you!

#### FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

3

DMV00014197

Answer-
2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?
Answer-
3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?
Answer-
4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?
Answer-
5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?
Answer-
6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?
Answer-

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?
Answer-
8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.
Answer-
Mindy Stephens
Senior Business Analyst (Driver Systems)
AAMVA
4401 Wilson Blvd., Suite 700
Arlington, VA 22203
mstephens@aamva.org
T: 703.908.8287
www.aamva.org
Safe Drivers - Safe Vehicles - Secure Identities - Saving Lives

DMV00014199

# Confidentiality Notice:

This email message may contain privileged or confidential information and is for the use of intended recipients only. Do not share with or forward to additional parties except as necessary to conduct the business for which this email (and attachments) was clearly intended. If you have received this message in error, please immediately advise the sender by reply email and then delete this message.



- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR<sub>02</sub>

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

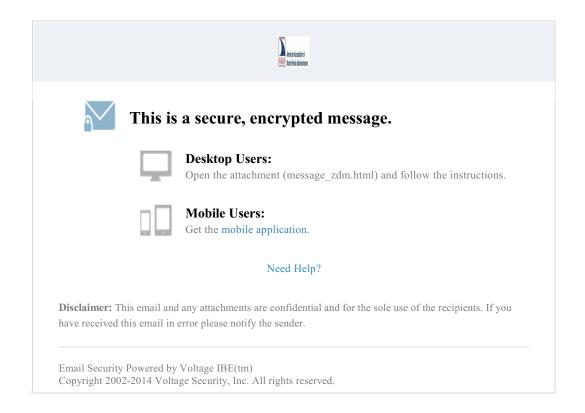
From: Rogers, Jessie <JRogers@aamva.org>
Sent: Monday, April 24, 2017 8:15 AM

**To:** Peters, Mina L (DOA); Tham, Nichole M (DOA); Lewellyn, Tracey (DOT sponsored);

Laura.Edwards@dot.gov; Whiteside, Lauren M (DOA); Carlos Dequina; wendy.cunningham@dot.gov; Castillo, Oscar; Brodie, Brenda (FMCSA)

**Subject:** AK- Medical Recordkeeping Report

Attachments: message\_zdm.html



Open Message

Sign In is required for first time users, every 90 days, or after deleting your browser history.

The Sign In process requires an Authorization Code which can be entered in the following screen.

If you do not have a code, please contact AAMVA by sending an email to helpdesk@aamva.org.

If you do not see or cannot click / tap the Click to Read Message button:

Desktop Users: Forward your original message and its attachment to zdm@vsn.voltage.com and check your inbox for a link to view it.

Mobile Users: Install the mobile application.

Need Help?

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**From:** Thompson, Marla R (DOA) **Sent:** Monday, April 24, 2017 9:47 AM

To: Jordaan, Loffie

Cc:Brosnan, Patrick P (DOA)Subject:Security Documents

Hello Loffie,

We have had some more discussions about SPEX and it's brought up a few more questions in regards to security. Can you provide some documents for us?

An updated Privacy Impact Assessment since AAMVA has taken over the SPEX database. Copy of Rackspace contract and a list of named personnel for prime/subs that have access to the SPEX database. Annual Cyber Security Audit for AAMVA

Hoping that you can provide this info this week?

Thanks,

Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574 From: Gollos, Hal <HGollos@aamva.org>
Sent: Monday, April 24, 2017 10:01 AM

To: Tham, Nichole M (DOA)

Subject: RE: CSTIMS Alaska

Attachments: Alaska CSTIMS Agreement.pdf; Alaska Division of Motor Vehicles CSTIMS Modification

1.pdf

Hello Nichole,

Attached is a copy of the Agreement and the Modification extending until 09/30/17.

Also, I've copied Pam Dsa, CSTIMS Program Manager, on your question about updating the contacts and user access. I think the Help Desk is the best way to proceed however if you haven't heard back from them regarding your question perhaps Pam can direct you in the right direction or provide guidance herself.

Regards,

Hal Gollos

Director, Contracts Administration American Association of Motor Vehicle Administrators 4401 Wilson Boulevard, Suite 700 Arlington, VA 22203

703-908-8286 Office 703-997-6460 eFax hgollos@aamva.org

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Friday, April 21, 2017 3:05 PM **To:** Gollos, Hal <HGollos@aamva.org>

Subject: CSTIMS Alaska

Hello Mr. Gollos,

I'm writing to obtain another copy of the executed modification to the AAMVA/Alaska CSTIMS agreement expiring 9/30/2017. Additionally I'm seeking assistance with updating the Alaska CSTIMS ROOSTR contacts and updating user access. I've sent a request to the AAMVA helpdesk regarding user access, but if there's a better contact for general CSTIMS questions or jurisdiction support, please let me know.

Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2
Lauren Whiteside
907-269-5129
lauren.whiteside@alaska.gov

# Thank you,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



This email contains information which may be confidential and privileged. Unless you are the intended addressee, you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the email in error, please delete this email and notify its sender.

## JURISDICTION SERVICE AGREEMENT

COMMERCIAL SKILLS TEST INFORMATION MANAGEMENT SYSTEM

This JURISDICTION SERVICE AGREEMENT ("Agreement") is made as of [October \_\_\_, 2015, by and between The State of Alaska, Division of Motor Vehicles ("Jurisdiction") and the American Association of Motor Vehicle Administrators, a District of Columbia non-profit corporation ("AAMVA") (individually, a Party; collectively, the "Parties").

- Use of the Service. AAMVA hereby grants to Jurisdiction the right to use the CSTIMS
  for the sole purpose of managing information and records related to the skills test portion
  of the Commercial Driver License (CDL) program operated under the oversight of the
  Federal Motor Carrier Safety Administration (FMCSA).
  - a. Fees. Jurisdiction will not be charged a user fee for use of the CSTIMS for the duration of the term provided below.
- 2. Term. This Agreement is effective as of the Effective Date and shall continue until September 30, 2016.
- 3. Termination. Either Party may terminate this Agreement without cause by giving at least thirty (30) calendar days written notice.
- 4. Compliance. Jurisdiction agrees to use CSTIMS in accordance with the terms and conditions in this Agreement, all applicable CDL regulations, the Driver Privacy Protection Act, and any applicable State and Federal laws and regulations. The terms and conditions of this Agreement are subject to change by AAMVA upon thirty (30) days prior written notice to Jurisdiction.
- Information Ownership. The Jurisdiction has ownership of the information it enters into the CSTIMS. The Jurisdiction acknowledges that it has no rights of ownership with respect to any other data it accesses through the use of the CSTIMS.
- 6. Security, Confidentiality and Privacy. CSTIMS data includes information that can be used on its own or with other information to identify, contact, or locate a single person, or to identify an individual in context (Personal Identifiable Information or PII). Jurisdiction acknowledges that such information is sensitive and confidential.
  - a. Jurisdiction shall implement all necessary administrative, technical and physical safeguards to prevent unauthorized use or disclosure of Personally Identifiable Information in accordance with all applicable Federal and State privacy protection requirements.
  - b. Jurisdiction agrees to restrict access to the CSTIMS Web user interface to those persons who require such access to perform their official duties. Jurisdiction agrees to:

- i. Immediately disable accounts upon resignation/termination, or when access is no longer needed
- Conduct a review of access accounts at least every 120 days to ensure that any obsolete accounts are disabled
- iii. Monitor use of accounts having access to CSTIMS information.
- c. Jurisdiction must comply with the CSTIMS Privacy Policy, the current version of which is included in Attachment 1 to this Agreement. AAMVA reserves the right to modify the CSTIMS Privacy Policy from time to time upon thirty (30) days prior written notice to Jurisdiction.
- d. Jurisdiction shall require that all of Jurisdiction's employees or other persons using CSTIMS on behalf of Jurisdiction take an annual privacy awareness training; such as the training provided by AAMVA specifically for CSTIMS.
- e. Jurisdiction shall enter into written agreements with any independent contractors or organizations working on behalf of Jurisdiction and using the CSTIMS services (including, without limitation, Third Party Testers) under which such contractors and organizations agree to comply with the provisions of [Section 6] of this Agreement (Security, Confidentiality and Privacy) and the CSTIMS Privacy Policy established by AAMVA from time to time.
- Connectivity. Jurisdiction or its users shall connect to the CSTIMS services over the public Internet.
- 8. Limitation of Liability. AAMVA shall not be liable for any damages caused by Jurisdiction's failure to carry out its obligations under this Agreement. AAMVA shall not have liability for any consequential, incidental, exemplary, indirect damages, loss, or expenses, even if AAMVA has been advised of the possibility of such damages, losses, or expenses. AAMVA's aggregate liability to Jurisdiction under this Agreement shall in no event exceed \$100,000.00. The Parties understand and agree that AAMVA shall be precluded from relying on any contractual damages limitation language within this Agreement where AAMVA acts fraudulently or in bad faith.
- 9. Notices. All notices required or permitted to be given under the terms of this Agreement shall be deemed given when delivered in person or on the third business day after being deposited in the United States mail, first class postage prepaid addresses as follows:

For Jurisdiction:

Coleen Greenshields Administrative Officer II (907) 269-3782(f) Coleen.greenshields@alaska.gov

## For AAMVA:

Hal Gollos
Director, Contracts Administration
AAMVA
703-908-8286
hgollos@aamva.org

- Amendments. This Agreement may be amended only by the mutual written consent from authorized representatives of each of the Parties.
- 11. Disputes The parties shall attempt in good faith to resolve any dispute arising out of or relating to this Agreement promptly by negotiation between executives who have authority to resolve the controversy and who are at a higher level of management than the persons with direct responsibility for administration of this Agreement.
- 12. Choice of Law. This Agreement shall be construed and interpreted in accordance with the laws of the Commonwealth of Virginia, without regard to conflicts of laws principles.
- 13. Assignment. Neither party may assign any rights or obligations under this Agreement without the express prior written approval of the other party.
- 14. Entire Agreement. This Agreement constitutes the entire agreement among the parties and merges any and all prior agreements and representations respecting the matters contemplated in this Agreement, whether oral or written, by and among the Parties.
- 15. Counterparts. This Agreement may be executed in two or more identical counterparts, each of which shall be deemed an original binding the signer thereof against the other signing parties, but all counterparts together shall constitute one and the same instrument.
- 16. Severability; Non-waiver. Should any provisions of the Agreement be held to be void, invalid, unenforceable or illegal by a court, the validity and enforceability of the other provisions shall not be affected thereby. Failure of any Party to enforce any provision of this Agreement shall not constitute or be construed as a waiver of such provisions or of the right to enforce such provision.

IN WITNESS WHEREOF, the undersigned have caused this Agreement to be executed by their authorized officials as of the Effective Date.

**JURISDCTION** 

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

Зу: \_\_

Coleen Greenshields Administrative Officer II By:

Lynn H. Wasylina Chief Financial Officer

Attachment 1

## **CSTIMS PRIVACY POLICY**

#### I. PREAMBLE

The Commercial Skills Test Information Management System (CSTIMS) is a Web application allowing the U.S. Motor Vehicle Agencies, or private sector organizations working in behalf of the DLAMVA, to manage information and records related to the skills test portion of the Commercial Driver License program. The program is operated under the oversight of the Federal Motor Carrier Safety Administration. The operator of CSTIMS is the American Association of Motor Vehicle Administrators.

This Privacy Policy applies to all personnel involved in the operation or use of CSTIMS.

The Privacy Act of 1974, the Fair Credit Reporting Act of 1970 (FCRA), the Driver's Privacy Protection Act of 1994 (DPPA) define the legal framework under which personal information may be collected, used, maintained and shared by the CSTIMS Participants.

## II. DEFINITIONS

- 1. AAMVA means the American Association of Motor Vehicles Administrators, a District of Columbia nonprofit corporation (AAMVA).
- 2. DLA means the Motor Vehicle Agencies established by various states and which are responsible for the issuance process of commercial driver licenses..
- 3. CST1MS Integrators means private sector organizations offering services and applications supporting the skills test portion of the CDL program, and operating systems interfacing with CSTIMS.
- 5. CSTIMS Participants means all organizations involved in the operation or use of CSTIMS, including AAMVA, DLAs, Third Party Testers and CSTIMS Integrators.
- 6. CDL means a commercial driver license issued in accordance with the requirements prescribed by the Federal Motor Carrier Safety Agency from time to time.
- CDL Applicants means individuals who apply for a CDL.
- 8. Third Party Testers means those organizations that qualify as Third Party Testers in accordance with regulations of FMCSA from time to time.

#### III. POLICY

- 8. AAMVA shall establish written policies from time to time which shall include requirements addressing the protection of the confidentiality and privacy of personally identifiable information (PII) through appropriate administrative, technical and physical safeguards to deter and detect unauthorized access, destruction, use, modification, or disclosure.
- 9. The MVA shall establish a written agreement with each Third Party Tester, prior to using CSTIMS, which shall include requirements addressing the protection of the confidentiality and privacy of PII through appropriate administrative, technical and physical safeguards to deter and detect unauthorized access, destruction, use, modification, or disclosure.
- 10. The MVA or Third Party Testers shall collect and submit to CSTIMS only such PII from CDL applicants that is believed to be accurate, complete, timely and relevant as required to accomplish their responsibilities.
- 11. The MVA or Third Party Testers shall provide the following information to the CDL Applicant:
- The principal purpose or purposes for which the information is collected;
- b. The CDL Applicant's rights to access the information collected about themselves; and
- c. The means through which the accuracy of the information can be disputed, and corrected.
- 12. CSTIMS Participants shall establish rules of conduct for persons involved in the operations, including use, of CSTIMS; and train such persons with respect to such rules and the requirements of this Privacy Policy and the penalties for noncompliance.
- 13. CSTIMS Participants shall designate a point of contact to receive and resolve reports or complaints regarding alleged errors and violations of this policy.
- 14. AAMVA shall not share any PII maintained in CSTIMS beyond the CSTIMS Participants.

## IV. ACCESS AND CORRECTIONS

- 1. For Individuals Upon request by any individual to obtain PII pertaining to him or her maintained in CSTIMS, the DLA or CDL Third Party Testers shall inform the person as to the appropriate process and point of contact to obtain access and, as appropriate, initiate corrections.
- 2. For CSTIMS Participants Upon written request to AAMVA, by designated personnel at the CSTIMS Participant, AAMVA shall facilitate the troubleshooting and correction necessary to ensure proper operations of CSTIMS.

# V. MANAGEMENT

- 1. Compliance AAMVA endeavors to assess the level of compliance with this Privacy Policy.
- 2. Accountability Where AAMVA has reason to believe a violation of the terms of the Privacy Policy has occurred, AAMVA must contact in writing the organization believed at fault and reserves the right to suspend use of the service in accordance with the terms and conditions of the service agreement.

## VI. NOTICE

The Privacy Policy shall be available to anyone upon request.

## VII. AMENDMENT/CONFLICTS

AAMVA may revise this Privacy Policy from time to time, and shall provide the CSTIMS Participants with updates.

In the event of a conflict between this Privacy Policy and an agreements between CSTIMS Participants, the agreement shall govern.

Questions or comments concerning this Privacy Policy may be directed to AAMVA's Chief Information Security Officer 703-522-4200, or by mailing to:

Privacy Attention to CISO AAMVA 4401 Wilson Blvd, Suite 700 Arlington, VA 22203

## **MODIFICATION 1**

to

# COMMERCIAL SKILLS TEST INFORMATION MANAGEMENT SYSTEM JURISDICTION SERVICE (CSTIMS) AGREEMENT

This MODIFICATION I to the CSTIMS AGREEMENT (Modification 1) is effective as of October I, 2016, by and between AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS, a District of Columbia nonprofit corporation (AAMVA), 4401 Wilson Boulevard, Suite 700, Arlington, VA 22203 and the State of Alaska, Division of Motor Vehicles ("Jurisdiction").

## **Preliminary Statement**

AAMVA and Jurisdiction (collectively, the "Parties") entered into a CSTIMS Agreement (Agreement) as of October 15, 2015 for the purpose of managing information and records related to the skills test portion of the Commercial Driver License (CDL) program operated under the oversight of the Federal Motor Carrier Safety Administration (FMCSA).

## Agreements

NOW THEREFORE, the Parties hereby agree as follows:

- Unless otherwise specified in this Modification 1, all capitalized terms in this Modification 1 shall have the same meaning as ascribed to such terms in the Agreement.
- 2. The Parties agree to amend the provisions of Section 3. Term of the Agreement, to extend the termination date of the Agreement to September 30, 2017 unless mutually extended or until sooner terminated by Jurisdiction or AAMVA as provided in the Agreement.
- 3. Except as expressly provided in this Modification 1, all provisions of the Agreement and shall remain in full force and effect.

IN WITNESS WHEREOF, the undersigned have caused the Agreement to be executed by their duly authorized officials as of the date of first written above.

**AAMVA** 

Jurisdiction

unn H. Wasuline Chief Financial Officer

Coleen Greenshields, Administrative Officer II



From: Jordaan, Loffie <LJordaan@aamva.org>
Sent: Monday, April 24, 2017 10:08 AM

To:Thompson, Marla R (DOA)Cc:Brosnan, Patrick P (DOA)Subject:RE: Security Documents

Marla,

We are on it.

On a related note: We would like to add a topic dedicated to Alaska in the upcoming Governance Committee meeting. Can we ask you to be prepared to give an update? The letter AAMVA received from Commissioner Fisher also mentioned that you will submit a formal written request at the meeting – is that still the plan?

Thanks,

## Loffie

From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Monday, April 24, 2017 13:47

To: Jordaan, Loffie <LJordaan@aamva.org>

Cc: Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>

**Subject:** Security Documents

Hello Loffie,

We have had some more discussions about SPEX and it's brought up a few more questions in regards to security. Can you provide some documents for us?

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Copy of Rackspace contract and a list of named personnel for prime/subs that have access to the SPEX database. Annual Cyber Security Audit for AAMVA

Hoping that you can provide this info this week?

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**Sent:** Monday, April 24, 2017 10:23 AM

To: McJannet, Patrick; JoLynn Peck; Murphy, Erin (DMV); Crystal Soderman - DOR;

'Birchman, David J DMV'; Frey, Andrew; Peters, Mina L (DOA); Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); Valentine, Abbey B N (DOA); 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; JONES Joshua M; Stefan (DMV) ' 'Yssel;

'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

Cc: Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** RE: FMCSA Survey (Mini Specs)

Oregon seconds this suggestion.

## -Russ

**From:** McJannet, Patrick [mailto:pmcjannet@mt.gov]

**Sent:** Monday, April 24, 2017 8:59 AM

**To:** JoLynn Peck; Murphy, Erin (DMV); Crystal Soderman - DOR; 'Birchman, David J DMV'; Frey, Andrew; CASLER Russell; Mina L (DOA Peters; Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); 'Valentine, Abbey B N (DOA)'; 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; JONES Joshua M; Stefan (DMV) ' 'Yssel; 'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

**Cc:** Regmi, Ashish; Chandrasekharan, Madhu **Subject:** Re: FMCSA Survey (Mini Specs)

Mindy, I believe it would helpful if there was a question I the survey asking about any other issues that would affect the implementation of NRII: resources, system modernization, other projects.

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Sent from VMware Boxer

On April 24, 2017 at 9:29:24 AM MDT, Stephens, Melinda < MStephens@aamva.org > wrote:

Good Morning CDLIS Working Group,

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Thanks!			

Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

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Your participation is greatly appreciated,
Thank you!
FMCSA's MINI Spec Survey-
1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?
Answer-
2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?
Answer-
3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?
Answer-
4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?
Answer-

Document ID: 0.7.1187.75107

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?
Answer-
6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?
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Answer-
8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.
Answer-
Mindy Stephens
Senior Business Analyst (Driver Systems)

**AAMVA** 

4401 Wilson Blvd., Suite 700

Arlington, VA 22203

mstephens@aamva.org

T: 703.908.8287

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- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR<sub>02</sub>

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: Peck, JoLynn (MDOS) <peckj3@michigan.gov>

**Sent:** Monday, April 24, 2017 10:35 AM

To: CASLER Russell; McJannet, Patrick; Murphy, Erin (DMV); Crystal Soderman - DOR;

'Birchman, David J DMV'; Frey, Andrew; Peters, Mina L (DOA); Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); Valentine, Abbey B N (DOA); 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; JONES Joshua M; Stefan (DMV) ' 'Yssel;

'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

Cc: Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** RE: FMCSA Survey (Mini Specs)

Yes, Michigan likes this suggestion, as well. I believe a few of us are just beginning system modernizations and undoubtedly, even fewer have ample resources.

## JoLynn

From: CASLER Russell [mailto:Russell.CASLER@odot.state.or.us]

Sent: April 24, 2017 2:23 PM

**To:** McJannet, Patrick; Peck, JoLynn (MDOS); Murphy, Erin (DMV); Crystal Soderman - DOR; 'Birchman, David J DMV'; Frey, Andrew; Mina L (DOA Peters; Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); 'Valentine, Abbey B N (DOA)'; 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; JONES Joshua M; Stefan (DMV) ' 'Yssel; 'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

**Cc:** Regmi, Ashish; Chandrasekharan, Madhu **Subject:** RE: FMCSA Survey (Mini Specs)

Oregon seconds this suggestion.

#### -Russ

From: McJannet, Patrick [mailto:pmcjannet@mt.gov]

**Sent:** Monday, April 24, 2017 8:59 AM

**To:** JoLynn Peck; Murphy, Erin (DMV); Crystal Soderman - DOR; 'Birchman, David J DMV'; Frey, Andrew; CASLER Russell; Mina L (DOA Peters; Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); 'Valentine, Abbey B N (DOA)'; 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; JONES Joshua M; Stefan (DMV) ' 'Yssel; 'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

**Cc:** Regmi, Ashish; Chandrasekharan, Madhu **Subject:** Re: FMCSA Survey (Mini Specs)

Mindy, I believe it would helpful if there was a question I the survey asking about any other issues that would affect the implementation of NRII: resources, system modernization, other projects.

\_\_\_

Sent from VMware Boxer

On April 24, 2017 at 9:29:24 AM MDT, Stephens, Melinda < MStephens@aamva.org > wrote:

Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the **survey sent out by COB tomorrow Tuesday April 25th**. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Thanks!

Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:



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Your participation is greatly appreciated,
Thank you!
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Answer-
2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?
Answer-
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Answer-
8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.
Answer-
Answer-

# **Mindy Stephens**

Senior Business Analyst (Driver Systems)

**AAMVA** 

4401 Wilson Blvd., Suite 700

Arlington, VA 22203

mstephens@aamva.org

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- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: Frey, Andrew <Andrew.Frey@iowadot.us>

**Sent:** Monday, April 24, 2017 10:45 AM

**To:** McJannet, Patrick; JoLynn Peck; Murphy, Erin (DMV); Crystal Soderman - DOR;

'Birchman, David J DMV'; Russell Casler; Peters, Mina L (DOA); Pellen, Beverly; Gonzales - DOR, Justine; DOT' Katherine - DOT 'Bartelt; Beers, Kami (DelDOT); Stephens, Melinda; DOT' Steven - DOT 'Pazynski; Gutshall, Camdon (DMV); Valentine, Abbey B N (DOA); 'Poitras, Karin (DMV)'; DOT Corey R - DOT Kleist; 'JONES Joshua M'; Stefan (DMV)

'Yssel; 'Rowland, Robert (DOT)'; Anthony, Amy (DelDOT)

Cc: Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** RE: FMCSA Survey (Mini Specs)

Hi all,

I have to agree with Patrick. I am not a big fan of the survey or questions as they are presented. I don't know if we have the latitude to change it in any way since it is FMCSA's survey but I do intend to comment in question 8 that the impact of Final Rule for Entry Level Driver Training and Drug and Alcohol Clearinghouse both affect the resources and implementation plans for NRII. Many of the questions in the survey are really better answered if the date of the extension is published and that needs to be at least 2 years from the release of the final specifications (not dependent on mini specs at all, the mini specs are intended to help provide a more error free implementation, not speed the implementation timeframe since it isn't a requirement to use them).

I am going to try to answer the questions and when I finish I will share them. I also intend to share my answers with the jurisdictions I represent when I send them the survey questions. I don't feel like the survey will in any way be beneficial to the decision of the extension date.

Thanks!

-Andy

(I see Russ and JoLynn have responded as well, I just haven't gotten that far up the inbox yet! Looking forward to reading those.)

**From:** McJannet, Patrick [mailto:pmcjannet@mt.gov]

**Sent:** Monday, April 24, 2017 10:59 AM

To: JoLynn Peck <peckj3@michigan.gov>; Murphy, Erin (DMV) <erin.murphy@dmv.ny.gov>; Crystal Soderman - DOR <crystal.soderman@state.co.us>; 'Birchman, David J DMV' <david.birchman@dmv.ca.gov>; Frey, Andrew <Andrew.Frey@iowadot.us>; Russell Casler <russell.casler@odot.state.or.us>; Mina L (DOA Peters <mina.peters@alaska.gov>; Pellen, Beverly <bpellen@mt.gov>; Gonzales - DOR, Justine <justine.gonzales@state.co.us>; DOT' Katherine - DOT 'Bartelt <katherine.bartelt@dot.wi.gov>; Beers, Kami (DelDOT) <kami.beers@state.de.us>; Stephens, Melinda <mstephens@aamva.org>; DOT' Steven - DOT 'Pazynski <steven.pazynski@dot.wi.gov>; Gutshall, Camdon (DMV) <camdon.gutshall@dmv.virginia.gov>; 'Valentine, Abbey B N (DOA)' <abbey.valentine@alaska.gov>; 'Poitras, Karin (DMV)' <karin.poitras@dmv.ny.gov>; DOT Corey R - DOT Kleist <corey.kleist@dot.wi.gov>; 'JONES Joshua M' <joshua.m.jones@odot.state.or.us>; Stefan (DMV) ' 'Yssel <stefan.yssel@dmv.virginia.gov>; 'Rowland, Robert (DOT)' <robert.rowland@state.ma.us>; Anthony, Amy (DelDOT) <amy.anthony@state.de.us>

Cc: Regmi, Ashish <aregmi@aamva.org>; Chandrasekharan, Madhu <mchandrasekharan@aamva.org>

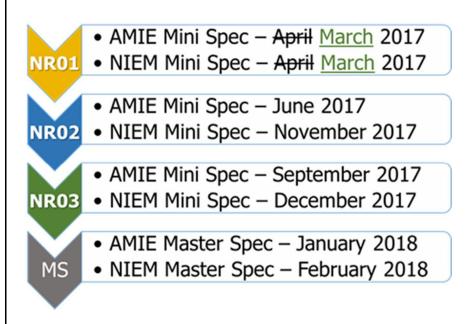
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Answer-
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Mindy Stephens		
Senior Business Analyst (Driver Systems)		
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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 10:47 AM

**To:** DOA DMV IT notices

**Subject:** Colorado Scheduled Maintenance Wednesday, April 26, 2017

## **Jurisdictions:**

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, April 26, 2017 from 12:00 AM ET to 2:00 AM ET. Colorado will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

쿐□놡□ □ - From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 10:48 AM

To: Nolen, David B (DOA)

**Subject:** Colorado Scheduled Maintenance Wednesday, April 26, 2017

## **Jurisdictions:**

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쿐□놡□ □ From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 10:48 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** Colorado Scheduled Maintenance Wednesday, April 26, 2017

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 10:48 AM

**To:** DOA DMV Managers

**Subject:** Colorado Scheduled Maintenance Wednesday, April 26, 2017

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From: Pantavong, Sen <SPantavong@aamva.org>

**Sent:** Monday, April 24, 2017 11:07 AM

**To:** DOA DMV IT notices; Peters, Mina L (DOA); Help Desk Internal Distro

Subject: Al Event 12 Alert [NCS-ASH-PROD] (Primary Connection) Alaska Digital Image down

since 4/13/17 Ticket# 161461

Hello Mina,

We wanted to inform you that the Alaska Digital Image connection has been down since 4/13/17. I have recently been assigned to the ticket and was told that we have attempted to reach someone in Alaska about the matter, but there was no answer. I also tried to call just now and spoke to a Cliff Brown and he mentioned you were in a conference meeting in Florida. He also stated that the best way to reach you or the Alaska Team, was to send an email <a href="mailto:doa.dmv.it.notices@alaska.gov">doa.dmv.it.notices@alaska.gov</a>. Could you please look into the matter and call me directly at 703-908-8278, when you have any updates or status.

Thank you,

**Sen Pantavong** | Senior Operations Analyst | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington Va. 22203 | spantavong@aamva.org or Helpdesk@aamva.org | 703-908-8278 Helpdesk: 888-226-8280 Opt.1 | www.aamva.org

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From: Peters, Mina L (DOA)

**Sent:** Monday, April 24, 2017 11:58 AM

**To:** Pantavong, Sen; Help Desk Internal Distro

**Cc:** Brown, Clifford H (DOA)

Subject: RE: AI Event 12 Alert [NCS-ASH-PROD] (Primary Connection) Alaska Digital Image down

since 4/13/17 Ticket# 161461

#### Good morning, Sen,

I have looked at the server. It appears that it was rebooted on 4/13/2017, but the services were not started. I have manually restarted them and it appears to be up now. Please confirm and let me know.

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Pantavong, Sen [mailto:SPantavong@aamva.org]

Sent: Monday, April 24, 2017 11:07 AM

**To:** DOA DMV IT notices <doa.dmv.it.notices@alaska.gov>; Peters, Mina L (DOA) <mina.peters@alaska.gov>; Help Desk Internal Distro <HelpDesk2@aamva.org>

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		2		



From: Mark, Steve <SMark@aamva.org>
Sent: Monday, April 24, 2017 12:00 PM

**To:** Peters, Mina L (DOA); Pantavong, Sen; Help Desk Internal Distro

**Cc:** Brown, Clifford H (DOA)

Subject: RE: Al Event 12 Alert [NCS-ASH-PROD] (Primary Connection) Alaska Digital Image down

since 4/13/17 Ticket# 161461

Confirmed.

Thanks Mina,

Stephen Mark | Manager, Operations | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | w: 703.908.5777 | C: 612.741.7828 | smark@aamva.org | www.aamva.org

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From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Monday, April 24, 2017 2:58 PM

To: Pantavong, Sen <SPantavong@aamva.org>; Help Desk Internal Distro <HelpDesk2@aamva.org>

Cc: Brown, Clifford H (DOA) <clifford.brown@alaska.gov>

Subject: RE: Al Event 12 Alert [NCS-ASH-PROD] (Primary Connection) Alaska Digital Image down since 4/13/17 Ticket#

161461

Good morning, Sen,

I have looked at the server. It appears that it was rebooted on 4/13/2017, but the services were not started. I have manually restarted them and it appears to be up now. Please confirm and let me know.

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Pantavong, Sen [mailto:SPantavong@aamva.org]

Sent: Monday, April 24, 2017 11:07 AM

To: DOA DMV IT notices <a href="mailto:doa.dmv.it.notices@alaska.gov">doa.dmv.it.notices@alaska.gov</a>; Peters, Mina L (DOA) <a href="mailto:mina.peters@alaska.gov">mina.peters@alaska.gov</a>; Help Desk

Internal Distro < HelpDesk2@aamva.org>

Subject: AI Event 12 Alert [NCS-ASH-PROD] (Primary Connection) Alaska Digital Image down since 4/13/17 Ticket#

161461

#### Hello Mina,

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Thank you,

**Sen Pantavong** | Senior Operations Analyst | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington Va. 22203 | spantavong@aamva.org or Helpdesk@aamva.org | 703-908-8278 Helpdesk: 888-226-8280 Opt.1 | www.aamva.org

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From: Pantavong, Sen <SPantavong@aamva.org>

**Sent:** Monday, April 24, 2017 12:04 PM

**To:** Peters, Mina L (DOA)

Subject: RE: Al Event 12 Alert [NCS-ASH-PROD] (Primary Connection) Alaska Digital Image down

since 4/13/17 Ticket# 161461

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From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Monday, April 24, 2017 3:58 PM

To: Pantavong, Sen <SPantavong@aamva.org>; Help Desk Internal Distro <HelpDesk2@aamva.org>

Cc: Brown, Clifford H (DOA) <clifford.brown@alaska.gov>

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State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



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Sent: Monday, April 24, 2017 11:07 AM

To: DOA DMV IT notices < doa.dmv.it.notices@alaska.gov>; Peters, Mina L (DOA) < mina.peters@alaska.gov>; Help Desk

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:05 PM

**To:** DOA DMV IT notices

**Subject:** Alaska Digital Image is Available

Importance: High

### Jurisdictions:

Alaska Digital Image has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.1081/ncm2.1081/html">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:05 PM

**To:** Peters, Mina L (DOA)

**Subject:** Alaska Digital Image is Available

Importance: High

### Jurisdictions:

**From:** twir@aamva.org

**Sent:** Monday, April 24, 2017 12:13 PM

**To:** Arnold, Dana L (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

April 24, 2017



American Association of Motor Vehicle Administrators

aamva.org

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#### **TWIRcast**



Catch up on <u>missed episodes</u> on AAMVA's YouTube channel.

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NMVTIS Law Enforcement Access Tool (LEAT) in collaboration with the Department of Justice, Bureau of Justice Administration. For more information about the Working Group, please contact Paul Steier, 703.270.8932 or Brian Ursino, 703.350.5103. If you are interested in applying for the working group, please complete the application and send to Dianne Graham at committees@aamva.org by Friday, May 5.

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#### **FEDERAL NEWS**

## President Trump Issues Executive Order on "Buy American and Hire American"

President Donald Trump has issued an executive order entitled, "Buy American and Hire American." This executive order directs that it is the policy of the executive branch to maximize, consistent with law, through the terms and conditions of federal financial assistance awards and federal procurements, the use of goods, products, and materials produced in the United States. Further, the order directs federal agencies to strictly monitor, enforce, and comply with "Buy American" laws and minimize the use of waivers with relation to federal awards and procurement. Within 150 days, the heads of all agencies are directed to assess their ability to monitor, enforce and implement compliance with "Buy American" laws within their agencies and assess the use of waivers by type and impact on domestic jobs and manufacturing. Further, federal agencies are directed to develop and propose policies to ensure that federal financial assistance awards and federal procurements maximize the use of materials produced in the United States. The order directs the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security to propose new rules and issue new guidance to supersede or revise previous rules and guidance in the administration of the immigration system. Finally, the order directs the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security to suggest reforms to help ensure that H-1B visas are awarded to the most-skilled or highest-paid petition beneficiaries.

## Traffic Safety Marketing: 2017 National Seat Belt Enforcement Campaign Materials (PEAK) Now Available

The 2017 National Seat Belt Enforcement Mobilization is May 15 to June 4, 2017. NHTSA has prepared this CIOT *Products for Enforcement Action Kit* (PEAK) to help you alert the public to prepare for maximum high-visibility seat belt enforcement. Statistics show that passenger vehicle occupants are buckling up more during the day, but not enough at night. This mobilization is created to

Columbia, Indiana, Arkansas, and New Hampshire.

Plate Disposal & Vehicle Registration Refunds (Ends 05/15/2017) Responses received from CO, IL, MN, NH, OH, OK, UT.

#### **Specialty License Plate for Dealers**

(Ends 05/19/2017) Response received from IL.

SR-22 Certificates (Ends 05/22/2017) Responses received from LA, NE, NY, OH.

<u>Plate Re-Issue</u> (Ends 05/31/2017) Reponses received from CO, IL.

Employee Training Guide (Ends 05/19/2017) Responses received form ID, KS, LA, MS OH, TX, VT, WI.

Mobile DMV Program (Ends 05/22/2017) Responses received from LA.

#### **Content Management Systems**

(Ends 05/11/2017) Responses received from FL, GA, ID, KS, LA, MI, MO, MS, NM, OH, TN, VT.

TIMA Forms (Ends 05/16/2017)
Responses received from AL, CA, ID, IA, IL, IN, KY, ME, MI, NM, OH, OR, PA, UT, VT.

<u>CDL Training Programs</u> (Ends 05/02/2017) Responses received from AR, AZ, CA, CO, DE, FL, ID, IL, IN, KS, LA, ME, MI, MO, MS, NC, ND, NE, NJ, NM, RI, VA, VT.

If you need a Web password or have any questions about using the survey tool, please send an e-mail to <a href="webportalsupport@aamva.org">webportalsupport@aamva.org</a> or call Janice Dluzynski at 703-908-5842. All online surveys can be found on the AAMVA Web site <a href="here">here</a>.

increase awareness 24-7, but a strong enforcement effort is urged between the nighttime hours of 6 p.m. and 5:59 a.m. due to the significant number of violators and fatal crashes during this time. Paid advertising will run from May 15 to June 4, 2017. The enforcement period runs from May 22 until June 4, 2017. Click <a href="here">here</a> and get your **PEAK** materials now.

### PARTNER NEWS

## **FMCSA Holds Highly Automated Commercial Vehicles Listening Session at CVSA**



CVSA kicked off its annual Workshop with a FMCSA listening session on Highly Automated Commercial Vehicles. The panel of FMCSA experts sought comments from attendees on how HAVCs will affect CDL requirements, Hours of Service rules, vehicle identification at roadside and inspection/maintenance among other topics. The federal Agency conducted a thorough review of its rules and requirements to see what might need changing to accommodate the

safest outcomes as HACVs are deployed. Also during CVSA, AAMVA President and CEO Anne Ferro briefed the CVSA Board on AAMVA's Motor Carrier Working Group draft, core member services including upcoming conferences and key IT systems (CDLIS and NMVTIS) as well as AAMVA's work on emerging issues like autonomous vehicles and mobile driver's license.

## Mobile Driving Licenses Coming Into Sharp Focus at Connect:ID 2017

The mobile driving licence, or mDL, is being given major prominence at North America's largest event covering human identity issues, connect:ID 2017, to be held in Washington DC from May, 1-3. The conference will feature presentations by high-level representatives who believe mDL is the future, and practical appraisals of the significant challenges that likely lie ahead. Meanwhile, the event will also be playing host to a large contingent of American Association of Motor Vehicle Administrators (AAMVA) representatives. A keynote address on 2 May by Ray Martinez, chairman and chief Administrator, of the New Jersey Motor Vehicle Commission (MVC), will be covering the promise and potential of a mobile driver's license/identification card. Dave Burhop, deputy commissioner/CIO, Virginia Department of Motor Vehicles, will also be giving exclusive insight into how AAMVA has been exploring the digital driver's license potential as an eID. Finally, Ian Grossman Vice President, Member Services & Public Affairs, American Association of Motor Vehicle Administrators will discuss how states can address these developments. To visit the associated expo and attend these sessions for free - Register here













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To manage all your AAMVA subscriptions, click here.

From: twir@aamva.org

Sent: Monday, April 24, 2017 12:13 PM

To: Messing, Erin P (DOA)

AAMVA's The Week in Review for April 24, 2017 **Subject:** 

April 24, 2017



**AAMVA Board Meets** 

American Association of Motor Vehicle Administrators

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**Subject:** AAMVA's The Week in Review for April 24, 2017

April 24, 2017



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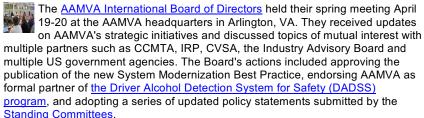
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### **AAMVA Board Meets**

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**Sent:** Monday, April 24, 2017 12:13 PM

To: Leonardo, Debra L (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

April 24, 2017



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**Subject:** AAMVA's The Week in Review for April 24, 2017

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To: Chapman, Jason A (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

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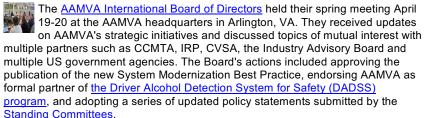
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**Subject:** AAMVA's The Week in Review for April 24, 2017

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**Sent:** Monday, April 24, 2017 12:13 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

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**To:** Tham, Nichole M (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

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From: twir@aamva.org

Sent: Monday, April 24, 2017 12:13 PM

To: Peters, Mina L (DOA)

AAMVA's The Week in Review for April 24, 2017 **Subject:** 

April 24, 2017



**AAMVA Board Meets** 

American Association of Motor Vehicle Administrators

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**Sent:** Monday, April 24, 2017 12:13 PM

**To:** DOA DMV Managers

**Subject:** AAMVA's The Week in Review for April 24, 2017

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From: twir@aamva.org

**Sent:** Monday, April 24, 2017 12:13 PM **To:** Olzenak, Brianna M (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

April 24, 2017



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To: Johnson, Amy J (DOA)

AAMVA's The Week in Review for April 24, 2017 **Subject:** 

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**Sent:** Monday, April 24, 2017 12:13 PM **To:** Thompson, Marla R (DOA)

**Subject:** AAMVA's The Week in Review for April 24, 2017

April 24, 2017



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## **AAMVA Board Meets**

The AAMVA International Board of Directors held their spring meeting April 19-20 at the AAMVA headquarters in Arlington, VA. They received updates on AAMVA's strategic initiatives and discussed topics of mutual interest with multiple partners such as CCMTA, IRP, CVSA, the Industry Advisory Board and multiple US government agencies. The Board's actions included approving the publication of the new System Modernization Best Practice, endorsing AAMVA as formal partner of the Driver Alcohol Detection System for Safety (DADSS) program, and adopting a series of updated policy statements submitted by the Standing Committees.

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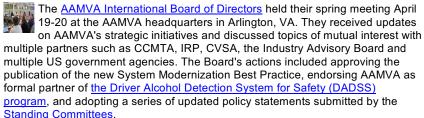
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To: twir@aamva.org

**Subject:** Automatic reply: AAMVA's The Week in Review for April 24, 2017

I am out of the office from 04/21/2017 through 04/24/2017. I will back in the office 04/25/2017. If you need assistance immediately please call the DMV/IT Help line at (907) 269-5503.

From: Frey, Andrew <Andrew.Frey@iowadot.us>

**Sent:** Monday, April 24, 2017 12:36 PM

To: Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV);

'Poitras, Karin (DMV)'; Gonzales - DOR, Justine; Crystal Soderman - DOR; Peters, Mina L (DOA); Valentine, Abbey B N (DOA); 'Birchman, David J DMV'; 'Rowland, Robert (DOT)'; JoLynn Peck; 'McJannet, Patrick'; Beverly Pellen; Russell Casler; 'JONES Joshua M'; Gutshall, Camdon (DMV); 'Yssel, Stefan (DMV)'; 'Bartelt, Katherine - DOT'; 'Pazynski,

Steven - DOT'; Kleist, Corey R - DOT

**Cc:** Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** RE: FMCSA Survey (Mini Specs)

Hi all,

As promised my first attempt at answers. They may come off as a bit curt and perhaps with advice from this group I could adjust my approach, but I really want to impress that this project has to compete with many others. The mini specs are a great tool to make a stronger and more successful system, but I am afraid if they are considered a mechanism to hasten the new implementation date, it will take away from the value they provide. We also know that not every jurisdiction will be able to take advantage of the mini-specs and those jurisdictions will still need adequate time to plan and implement.

### FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

Answer-No. Initially lowa set aside some project hours in our budget to meet the original implementation deadline. Because of the delay in negotiating the contract between FMCSA and AAMVA it became clear that the original deadline was unrealistic and then the intention to delay was announced. The original budgeted resources had to be reclaimed and used elsewhere and because no announcement of the extended deadline has occurred. We are hesitant to dedicate resources back to NRII without knowing the new deadline. This project will also have to compete with other projects (Drug and Alcohol Clearinghouse, Driver Entry Level Training as well as a myriad of State legislative requirements). With projects of this size we have to submit budget requests in advance and sometimes up to a year in advance.

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

Answer-No. We don't have enough information at this time to complete that. Most notably the extended implementation date.

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

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4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

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Have a wonderful evening, -Andy

From: Stephens, Melinda [mailto:MStephens@aamva.org]

Sent: Monday, April 24, 2017 10:29 AM

To: Beers, Kami (DelDOT) <Kami.Beers@state.de.us>; Anthony, Amy (DelDOT) <Amy.Anthony@state.de.us>; Murphy, Erin (DMV) <Erin.Murphy@dmv.ny.gov>; 'Poitras, Karin (DMV)' <Karin.Poitras@dmv.ny.gov>; Gonzales - DOR, Justine <justine.gonzales@state.co.us>; Crystal Soderman - DOR <crystal.soderman@state.co.us>; Peters, Mina L (DOA) <mina.peters@alaska.gov>; 'Valentine, Abbey B N (DOA)' <abbey.valentine@alaska.gov>; 'Birchman, David J DMV' <David.Birchman@dmv.ca.gov>; Frey, Andrew <Andrew.Frey@iowadot.us>; 'Rowland, Robert (DOT)' <robert.rowland@state.ma.us>; JoLynn Peck <peckj3@michigan.gov>; 'McJannet, Patrick' <pmcjannet@mt.gov>; Beverly Pellen <bpellen@mt.gov>; Russell Casler <Russell.CASLER@odot.state.or.us>; 'JONES Joshua M' <Joshua.M.JONES@odot.state.or.us>; Gutshall, Camdon (DMV) <camdon.gutshall@dmv.virginia.gov>; 'Yssel, Stefan (DMV)' <stefan.yssel@dmv.virginia.gov>; 'Bartelt, Katherine - DOT' <Katherine.Bartelt@dot.wi.gov>; 'Pazynski, Steven - DOT' <Steven.Pazynski@dot.wi.gov>; Kleist, Corey R - DOT <Corey.Kleist@dot.wi.gov> Cc: Regmi, Ashish <ARegmi@aamva.org>; Chandrasekharan, Madhu <MChandrasekharan@aamva.org> Subject: FMCSA Survey (Mini Specs)

Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the **survey sent out by COB tomorrow Tuesday April 25th**. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Thanks!

Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:



NR01 (MEC Verification Inquiry), NR02 (MEC Transmission), NR03 (MEC Search Inquiry), and MS (NRII Master Specification).

As shown for 'NR01' above, AAMVA has been slightly more aggressive than the project schedule and was able to release the NR01 AMIE Mini Specification to the SDLAs ahead of schedule. AAMVA anticipates releasing the NR02 AMIE Mini Specification to the SDLAs within the next couple of weeks. The AAMVA Help Desk will send out a notification to all CDLIS Participants once the NR02 Mini Specification is available. AAMVA anticipates releasing the NR03 AMIE Mini Spec ahead of schedule as well, however the release date is dependent on how review and approval process goes with the CDLIS Working Group and FMCSA. The Mini Specifications (and information regarding what the Mini Specifications are) can be found on the AAMVA website at: <a href="http://www.aamva.org/National-Registry-II/">http://www.aamva.org/National-Registry-II/</a>.

SDLAs generally require at least two years from the date that the master specification is published to implement the changes. The CDLIS Working Group's recommendation is for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Wednesday May 3<sup>rd</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

Thank you!

### FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

#### Answer-

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

#### Answer-

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

#### Answer-

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

#### Answer-

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

#### Answer-

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

#### Answer-

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

#### Answer-

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

### Answer-

#### Mindy Stephens

Senior Business Analyst (Driver Systems)
AAMVA
4401 Wilson Blvd., Suite 700
Arlington, VA 22203
mstephens@aamva.org

T: 703.908.8287

### www.aamva.org

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- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR02

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:38 PM

**To:** Brosnan, Patrick P (DOA)

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, April 25, 2017

## PDPS TEST Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Tuesday, April 25, 2017 from 9:00 PM ET to 11:59 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:38 PM

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:39 PM

**To:** OBrien, Audrey K (DOA)

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Sent: Monday, April 24, 2017 12:39 PM

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:47 PM

To: Peters, Mina L (DOA)

**Subject:** Correction: Colorado Scheduled Maintenance Wednesday, April 26, 2017

**Importance:** High

### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, April 26<sup>th</sup>, 2017 from 2:00 AM ET to 4:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:48 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** Correction: Colorado Scheduled Maintenance Wednesday, April 26, 2017

**Importance:** High

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If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

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From: AAMVA\_NoReply@AAMVA.org
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**To:** Brosnan, Patrick P (DOA)

**Subject:** PDPS PROD Scheduled Maintenance for Sunday, April 30, 2017

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To: Frey, Andrew; Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT);

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Cc: Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** RE: FMCSA Survey (Mini Specs)

You are spot on Andy! I would wager nearly all of us feel the same. The mini specs have been very helpful to "point us in the right direction", however the <u>full specs</u> and a <u>final date</u> are needed to really get the ball rolling.

Thanks for your honesty.

JoLynn

From: Frey, Andrew [mailto:Andrew.Frey@iowadot.us]

Sent: April 24, 2017 4:36 PM

**To:** Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV); 'Poitras, Karin (DMV)'; Gonzales - DOR, Justine; Crystal Soderman - DOR; Peters, Mina L (DOA); 'Valentine, Abbey B N (DOA)'; 'Birchman, David J DMV'; 'Rowland, Robert (DOT)'; Peck, JoLynn (MDOS); 'McJannet, Patrick'; Beverly Pellen; Russell Casler; 'JONES Joshua M'; Gutshall, Camdon (DMV); 'Yssel, Stefan (DMV)'; 'Bartelt, Katherine - DOT'; 'Pazynski, Steven - DOT'; Kleist, Corey R - DOT

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Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the **survey sent out by COB tomorrow Tuesday April 25th**. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Thanks!

#### Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:



NR01 (MEC Verification Inquiry), NR02 (MEC Transmission), NR03 (MEC Search Inquiry), and MS (NRII Master Specification).

As shown for 'NR01' above, AAMVA has been slightly more aggressive than the project schedule and was able to release the NR01 AMIE Mini Specification to the SDLAs ahead of schedule. AAMVA anticipates releasing the NR02 AMIE Mini Specification to the SDLAs within the next couple of weeks. The AAMVA Help Desk will send out a notification to all CDLIS Participants once the NR02 Mini Specification is available. AAMVA anticipates releasing the NR03 AMIE Mini Spec ahead of schedule as well, however the release date is dependent on how review and approval process goes with the CDLIS Working Group and FMCSA. The Mini Specifications (and information regarding what the Mini Specifications are) can be found on the AAMVA website at: <a href="http://www.aamva.org/National-Registry-ll/">http://www.aamva.org/National-Registry-ll/</a>.

SDLAs generally require at least two years from the date that the master specification is published to implement the changes. The CDLIS Working Group's recommendation is for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Wednesday May 3<sup>rd</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

Thank you!

#### FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

#### Answer-

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

#### Answer-

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

#### Answer-

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

#### Answer-

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

#### Answer-

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

#### Answer-

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

#### Answer-

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

Answer-

#### **Mindy Stephens**

Senior Business Analyst (Driver Systems)
AAMVA
4401 Wilson Blvd., Suite 700
Arlington, VA 22203
mstephens@aamva.org

T: 703.908.8287 www.aamva.org

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- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR02

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

**To:** Peters, Mina L (DOA)

**Subject:** PDPS PROD Scheduled Maintenance for Sunday, April 30, 2017

#### **PDPS Participants:**

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on PDPS Production Sunday, April 30<sup>th</sup>, 2017 from 10:00 AM ET to 2:00 PM ET. PDPS should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

**To:** Peters, Mina L (DOA)

**Subject:** Oregon is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

To: Nolen, David B (DOA)

**Subject:** Oregon is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** Brosnan, Patrick P (DOA)

**Subject:** Oregon is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** OBrien, Audrey K (DOA)

**Subject:** Oregon is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** DOA DMV Managers

**Subject:** Oregon is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** DOA DMV IT notices

**Subject:** Oregon is Currently Unavailable

**Importance:** High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** Peters, Mina L (DOA) **Subject:** Oregon is Available

#### Jurisdictions:

**To:** OBrien, Audrey K (DOA) **Subject:** Oregon is Available

#### Jurisdictions:

To:Nolen, David B (DOA)Subject:Oregon is Available

#### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 4:22 PM
To: Brosnan, Patrick P (DOA)
Subject: Oregon is Available

#### Jurisdictions:

To: DOA DMV Managers
Subject: Oregon is Available

#### Jurisdictions:

**To:** DOA DMV IT notices **Subject:** Oregon is Available

#### Jurisdictions:

From: NmvtisReports@aamva.org
Sent: Tuesday, April 25, 2017 2:44 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170424.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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# Duplicate Vin Report ALASKA (AK) for 4/24/2017

Run Date: 4/25/2017

Page: 1

#### Duplicate VINs Created By ALASKA

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: 1C4SDJET0DC675275 (Number Of Duplicate Titles:2)							
	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1C4SDJET0DC675275	ALASKA	5105270	DODG/2013	4/24/2017	4/24/2017	Interactive CSOT
History #1	1C4SDJET0DC675275	OHIO	5501131238	DODG/2013	12/7/2016	12/14/2016	Batch Add of Title
History #2	1C4SDJET0DC675275	OHIO	1501357084	DODG/2013	8/31/2016	9/7/2016	Batch Add of Title
History #3	1C4SDJET0DC675275	OHIO	4302554410	DODG/2013	5/22/2013	5/29/2013	Batch Add of Title
Current	1C4SDJET0DC675275	OHIO	5501147698	DODG/2013	4/17/2017	4/17/2017	Interactive New Title

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1FTFW1EF3DFC28556	ALASKA	5104681	FORD/2013	4/24/2017	4/24/2017	Interactive Change Title
History #1	1FTFW1EF3DFC28556	ALASKA	5104071	FORD/2013	4/19/2017	4/19/2017	Interactive CSOT
History #2	1FTFW1EF3DFC28556	OHIO	1000349640	FORD/2013	2/14/2017	2/14/2017	Interactive New Title
Current	1FTFW1EF3DFC28556	OHIO	1000318300	FORD/2013	1/9/2015	1/14/2015	Batch Add of Title
History #1	1FTFW1EF3DFC28556	OHIO	1000317623	FORD/2013	12/18/2014	12/24/2014	Batch Add of Title
History #2	1FTFW1EF3DFC28556	OHIO	1000316434	FORD/2013	11/13/2014	11/19/2014	Batch Add of Title
History #3	1FTFW1EF3DFC28556	OHIO	1000316160	FORD/2013	11/7/2014	11/13/2014	Batch Add of Title
istory #4	1FTFW1EF3DFC28556	PENNSYLVANIA	72444053102	FORD/2013	5/14/2014	5/14/2014	Interactive Change Title
istory #5	1FTFW1EF3DFC28556	PENNSYLVANIA	72444053101	FORD/2013	9/4/2013	9/4/2013	Interactive CSOT
History #6	1FTFW1EF3DFC28556	NEW JERSEY	GS201311600000077	FORD/2013	4/26/2013	5/5/2013	Batch Add of Title

Number Of Addition to Existing Duplicates Created 2

Total Number Of Duplicate VINs created: 2

From: NmvtisReports@aamva.org
Sent: Tuesday, April 25, 2017 2:48 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170424.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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### Daily Suspense Report

Run Date:

4/23/2017

Page: 1

4/24/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:46 AM

**To:** Peters, Mina L (DOA)

**Subject:** Kentucky is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:46 AM

**To:** Brosnan, Patrick P (DOA)

**Subject:** Kentucky is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:46 AM

To: Nolen, David B (DOA)

**Subject:** Kentucky is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

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From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:47 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** Kentucky is Currently Unavailable

**Importance:** High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:47 AM

**To:** DOA DMV Managers

**Subject:** Kentucky is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:48 AM

**To:** DOA DMV IT notices

**Subject:** Kentucky is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:26 AM

**To:** OBrien, Audrey K (DOA) **Subject:** Kentucky is Available

#### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:26 AM

**To:** Brosnan, Patrick P (DOA) **Subject:** Kentucky is Available

#### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:27 AM

**To:** Peters, Mina L (DOA) **Subject:** Kentucky is Available

#### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:27 AM

**To:** Nolen, David B (DOA) **Subject:** Kentucky is Available

#### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:27 AM

**To:** DOA DMV IT notices **Subject:** Kentucky is Available

#### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:28 AM

To: DOA DMV Managers
Subject: Kentucky is Available

#### Jurisdictions:

From: Chandrasekharan, Madhu <MChandrasekharan@aamva.org>

**Sent:** Tuesday, April 25, 2017 6:31 AM

To: 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick';

JoLynn Peck; Russell Casler; Peters, Mina L (DOA); Dsa, Pamela; Jordaan, Loffie; Stephens,

Melinda; AAMVA Receptionist; Jain, Vikas

Cc: Cashin, Cian

**Subject:** RE: CDLIS Proposal Review Committee Monthly Meeting

**Attachments:** 20170424 PRC Agenda.docx

Good Morning,

Attached is the agenda for today's PRC meeting.

Thank you.

----Original Appointment---From: Chandrasekharan, Madhu

Sent: Monday, April 24, 2017 12:54 PM

To: Chandrasekharan, Madhu; 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick';

JoLynn Peck; Russell Casler; 'Peters, Mina L (DOA)'; Dsa, Pamela; Jordaan, Loffie; Stephens, Melinda; AAMVA

Receptionist; Jain, Vikas

Cc: Cashin, Cian

Subject: CDLIS Proposal Review Committee Monthly Meeting

When: Tuesday, April 25, 2017 11:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Conference Room Monte Carlo 4-6

We will have April's meeting tomorrow as planned earlier.

\_\_\_\_\_\_

CDLIS Proposal Review Committee Monthly Meeting

Purpose: Review upcoming change proposals and discussion topics

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Access Code: 704-935-925

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## **Meeting Name**

**CDLIS Proposal Review Committee** 

Date(s) and Time of Meeting: Tuesday April 24th 2017, 11:00-12:30 EDT
Agenda Prepared By: Madhu Chandrasekharan
Location: GoToMeeting https://global.gotomeeting.com/join/704935925
<b>Type:</b> □ Conference Call (instructions below) ⊠ Online Meeting (instructions below)
<b>Dial In Information:</b> Dial +1 (646) 749-3122. Access Code: 704-935-925

Purpose of Meeting: The purpose of this meeting is to discuss the items listed below under 'Meeting Agenda' with the CDLIS Working Group.

#### **Meeting Attendance:**

Name	Jurisdiction/Organization	Attended
Andy Frey	Iowa	
Patrick McJannet	Montana	
Kami Beers	Delaware	
Amy Anthony		
JoLynn Peck	Michigan	
Russ Casler	Oregon	
Mina Peters	Alaska	
Pam Dsa	AAMVA	
Loffie Jordaan		
Mindy Stephens		
Ashish Regmi		
Madhu Chandrasekharan		

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# Meeting Schedule/Agenda:

d. CDL Coordinators Meeting Feedback ......15 mins

e. Drug and Alcohol Clearing House......20 mins

a. S2S Implementations......01 min

# **Notes, Decisions, Issues:**

# Action Items:

Action Items.		
Action Item	Assigned To	Status
<ol> <li>Reach out to Pam to discuss the possibility of having F2F meetings for the CDLIS WG as an incentive of membership</li> </ol>	Madhu	In Progress
Update Medical Variance Validation Issues slides     based on conversation	Madhu	In Progress
3.		
4.		

Next Meeting: Tuesday May 2<sup>nd</sup> 2017, 11:00-12:30 EDT

Comments/Concerns about the document

From: Soderman - DOR, Crystal <crystal.soderman@state.co.us>

**Sent:** Tuesday, April 25, 2017 7:54 AM

**To:** Frey, Andrew

Cc: Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV);

Poitras, Karin (DMV); Gonzales - DOR, Justine; Peters, Mina L (DOA); Valentine, Abbey B N (DOA); Birchman, David J DMV; Rowland, Robert (DOT); JoLynn Peck; McJannet, Patrick; Beverly Pellen; Russell Casler; JONES Joshua M; Gutshall, Camdon (DMV); Yssel, Stefan (DMV); Bartelt, Katherine - DOT; Pazynski, Steven - DOT; Kleist, Corey R - DOT;

Regmi, Ashish; Chandrasekharan, Madhu

**Subject:** Re: FMCSA Survey (Mini Specs)

#### Hello everyone.

Thank you Andy for this insight. Colorado shares some of the same concerns with competing projects, especially since we are still in the midst of modernizing our current system and don't really know what is realistic for implementation. All of that being said, do we still move forward with sending out the survey?

Thank you, Crystal Soderman Traffic Records Manager

Division of Motor Vehicles | Driver Control Section

P 303.205.8303 | C 303.501.6805

<u>crystal.soderman@state.co.us</u> | <u>www.Colorado.gov/revenue</u>

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On Mon, Apr 24, 2017 at 2:36 PM, Frey, Andrew < Andrew. Frey@iowadot.us > wrote:

Hi all,

As promised my first attempt at answers. They may come off as a bit curt and perhaps with advice from this group I could adjust my approach, but I really want to impress that this project has to compete with many others. The mini specs are a great tool to make a stronger and more successful system, but I am afraid if they are considered a mechanism to hasten the new implementation date, it will take away from the value they provide. We also know that not every jurisdiction will be able to take advantage of the mini-specs and those jurisdictions will still need adequate time to plan and implement.

## FMCSA's MINI Spec Survey-

1

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

Answer-No. Initially lowa set aside some project hours in our budget to meet the original implementation deadline. Because of the delay in negotiating the contract between FMCSA and AAMVA it became clear that the original deadline was unrealistic and then the intention to delay was announced. The original budgeted resources had to be reclaimed and used elsewhere and because no announcement of the extended deadline has occurred. We are hesitant to dedicate resources back to NRII without knowing the new deadline. This project will also have to compete with other projects (Drug and Alcohol Clearinghouse, Driver Entry Level Training as well as a myriad of State legislative requirements). With projects of this size we have to submit budget requests in advance and sometimes up to a year in advance.

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

Answer-No. We don't have enough information at this time to complete that. Most notably the extended implementation date.

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

Answer-Unknown. We don't have a complete set of mini specs let alone completed specifications.

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

Answer-It is difficult to really compare this to other CDLIS projects. It is very unique in structure and design. It is a mixture of PDPS ,CDLIS and a whole new application ID. This isn't a bad thing, it just isn't necessarily comparable to other CDLIS projects. As we evaluate the specifications coming out we will know more. We realize those specifications may not be the 'final' specifications but it is at least helpful in determining what we will need and how to prioritize.

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

Answer-Yes, but they are not complete by any means. NR01 is currently the only transaction released and it has the least impact on States. It is also important to realize that the purpose of the mini-spec is to allow flexibility for change in the final product, so if we choose to use them we know we do so with some inherent risk for change.

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

Answer-We will use any tools we can to better prepare and implement.

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

Answer-At this point we don't have the latitude to begin implementation. Because we don't know the implementation deadline other pertinent projects that do have clear deadlines have taken a higher place in prioritization. We do believe the mini-specs can enhance our planning and implementation but won't necessarily change when we can begin work on NRII or change how long it will take to complete that work.

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

Answer-It seems the purpose of this survey is intended to help establish the 'new' implementation deadline. Ironically the questions in this survey would be best answered understanding what the extended implementation date will be. We have many projects competing for resources so it is unrealistic to think all of those priorities will drop simply to work on NRII. If we are given a clear and reasonable date (two years past the release of the final NRII specifications) then we can begin to adjust priorities to best accommodate all of the different needs whether they be FMCSA projects such as Drug and Alcohol Clearinghouse, Entry Level Driver Training, CD31 or State driven requirements legislative and otherwise.

Have a wonderful evening,

-Andy

From: Stephens, Melinda [mailto: MStephens@aamva.org]

Sent: Monday, April 24, 2017 10:29 AM

To: Beers, Kami (DelDOT) < Kami.Beers@state.de.us >; Anthony, Amy (DelDOT)

<<u>Amy.Anthony@state.de.us</u>>; Murphy, Erin (DMV) <<u>Erin.Murphy@dmv.ny.gov</u>>; 'Poitras, Karin (DMV)' <<u>Karin.Poitras@dmv.ny.gov</u>>; Gonzales - DOR, Justine <<u>justine.gonzales@state.co.us</u>>; Crystal Soderman - DOR <<u>crystal.soderman@state.co.us</u>>; Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; 'Valentine, Abbey B N (DOA)' <<u>abbey.valentine@alaska.gov</u>>; 'Birchman, David J DMV' <<u>David.Birchman@dmv.ca.gov</u>>; Frey, Andrew <<u>Andrew.Frey@iowadot.us</u>>; 'Rowland, Robert (DOT)' <<u>robert.rowland@state.ma.us</u>>; JoLynn Peck <<u>peckj3@michigan.gov</u>>; 'McJannet, Patrick' <<u>pmcjannet@mt.gov</u>>; Beverly Pellen <<u>bpellen@mt.gov</u>>; Russell Casler <Russell.CASLER@odot.state.or.us>; 'JONES Joshua M'

 $<\underline{Joshua.M.JONES@odot.state.or.us}>; Gutshall, Camdon (DMV) <\underline{camdon.gutshall@dmv.virginia.gov}>;$ 

'Yssel, Stefan (DMV)' <<u>stefan.yssel@dmv.virginia.gov</u>>; 'Bartelt, Katherine - DOT'

<<u>Katherine.Bartelt@dot.wi.gov</u>>; 'Pazynski, Steven - DOT' <<u>Steven.Pazynski@dot.wi.gov</u>>; Kleist, Corey R - DOT <<u>Corey.Kleist@dot.wi.gov</u>>

**Cc:** Regmi, Ashish < <u>ARegmi@aamva.org</u>>; Chandrasekharan, Madhu < <u>MChandrasekharan@aamva.org</u>> **Subject:** FMCSA Survey (Mini Specs)

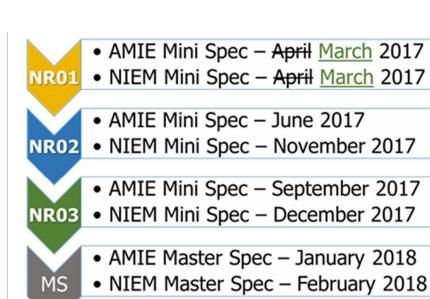
Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the **survey sent out by COB tomorrow Tuesday April 25th**. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if

you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.
Thanks!
Dear (State),
My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.
FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.
The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:



(NRII Master Specification).

NR01 (MEC Verification Inquiry), NR02 (MEC Transmission), NR03 (MEC Search Inquiry), and MS

As shown for 'NR01' above, AAMVA has been slightly more aggressive than the project schedule and was able to release the NR01 AMIE Mini Specification to the SDLAs ahead of schedule. AAMVA anticipates releasing the NR02 AMIE Mini Specification to the SDLAs within the next couple of weeks. The AAMVA Help Desk will send out a notification to all CDLIS Participants once the NR02 Mini Specification is available. AAMVA anticipates releasing the NR03 AMIE Mini Spec ahead of schedule as well, however the release date is dependent on how review and approval process goes with the CDLIS Working Group and FMCSA. The Mini Specifications (and information regarding what the Mini Specifications are) can be found on the AAMVA website at: http://www.aamva.org/National-Registry-II/.

SDLAs generally require at least two years from the date that the master specification is published to implement the changes. The CDLIS Working Group's recommendation is for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Wednesday May 3<sup>rd</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

7

Document ID: 0.7.1187.74831

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?
Answer-
6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?
Answer-
7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?
Answer-
8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.
Answer-
Mindy Stephens
Senior Business Analyst (Driver Systems)
AAMVA
8

Document ID: 0.7.1187.74831

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- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR02

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: Rowland, Robert (DOT) < robert.rowland@state.ma.us>

**Sent:** Tuesday, April 25, 2017 8:02 AM

**To:** 'Soderman - DOR, Crystal'; Frey, Andrew

Cc: Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV);

Poitras, Karin (DMV); Gonzales - DOR, Justine; Peters, Mina L (DOA); Valentine, Abbey B N (DOA); Birchman, David J DMV; JoLynn Peck; McJannet, Patrick; Beverly Pellen; Russell

Casler; JONES Joshua M; Gutshall, Camdon (DMV); Yssel, Stefan (DMV); Bartelt, Katherine - DOT; Pazynski, Steven - DOT; Kleist, Corey R - DOT; Regmi, Ashish;

Chandrasekharan, Madhu

**Subject:** RE: FMCSA Survey (Mini Specs)

Similar situation in Massachusetts. We can not make any changes to the current database as that is winding down and the new system should be up and running (hopefully) in March.

From: Soderman - DOR, Crystal [mailto:crystal.soderman@state.co.us]

Sent: Tuesday, April 25, 2017 11:54 AM

To: Frey, Andrew

Cc: Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV); Poitras, Karin (DMV); Gonzales - DOR, Justine; Peters, Mina L (DOA); Valentine, Abbey B N (DOA); Birchman, David J DMV; Rowland, Robert (DOT); JoLynn Peck; McJannet, Patrick; Beverly Pellen; Russell Casler; JONES Joshua M; Gutshall, Camdon (DMV); Yssel, Stefan (DMV); Bartelt, Katherine - DOT; Pazynski, Steven - DOT; Kleist, Corey R - DOT; Regmi, Ashish; Chandrasekharan, Madhu

Subject: Re: FMCSA Survey (Mini Specs)

Hello everyone.

Thank you Andy for this insight. Colorado shares some of the same concerns with competing projects, especially since we are still in the midst of modernizing our current system and don't really know what is realistic for implementation. All of that being said, do we still move forward with sending out the survey?

Thank you, Crystal Soderman Traffic Records Manager

Division of Motor Vehicles | Driver Control Section

P 303.205.8303 | C 303.501.6805

crystal.soderman@state.co.us | www.Colorado.gov/revenue

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On Mon, Apr 24, 2017 at 2:36 PM, Frey, Andrew < Andrew. Frey@iowadot.us > wrote:

Hi all,

1

As promised my first attempt at answers. They may come off as a bit curt and perhaps with advice from this group I could adjust my approach, but I really want to impress that this project has to compete with many others. The mini specs are a great tool to make a stronger and more successful system, but I am afraid if they are considered a mechanism to hasten the new implementation date, it will take away from the value they provide. We also know that not every jurisdiction will be able to take advantage of the mini-specs and those jurisdictions will still need adequate time to plan and implement.

# FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

Answer-No. Initially lowa set aside some project hours in our budget to meet the original implementation deadline. Because of the delay in negotiating the contract between FMCSA and AAMVA it became clear that the original deadline was unrealistic and then the intention to delay was announced. The original budgeted resources had to be reclaimed and used elsewhere and because no announcement of the extended deadline has occurred. We are hesitant to dedicate resources back to NRII without knowing the new deadline. This project will also have to compete with other projects (Drug and Alcohol Clearinghouse, Driver Entry Level Training as well as a myriad of State legislative requirements). With projects of this size we have to submit budget requests in advance and sometimes up to a year in advance.

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

Answer-No. We don't have enough information at this time to complete that. Most notably the extended implementation date.

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

Answer-Unknown. We don't have a complete set of mini specs let alone completed specifications.

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

Answer-It is difficult to really compare this to other CDLIS projects. It is very unique in structure and design. It is a mixture of PDPS ,CDLIS and a whole new application ID. This isn't a bad thing, it just isn't necessarily comparable to other CDLIS projects. As we evaluate the specifications coming out we will know more. We realize those specifications may not be the 'final' specifications but it is at least helpful in determining what we will need and how to prioritize.

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

Answer-Yes, but they are not complete by any means. NR01 is currently the only transaction released and it has the least impact on States. It is also important to realize that the purpose of the mini-spec is to allow flexibility for change in the final product, so if we choose to use them we know we do so with some inherent risk for change.

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

Answer-We will use any tools we can to better prepare and implement.

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

Answer-At this point we don't have the latitude to begin implementation. Because we don't know the implementation deadline other pertinent projects that do have clear deadlines have taken a higher place in prioritization. We do believe the mini-specs can enhance our planning and implementation but won't necessarily change when we can begin work on NRII or change how long it will take to complete that work.

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

Answer-It seems the purpose of this survey is intended to help establish the 'new' implementation deadline. Ironically the questions in this survey would be best answered understanding what the extended implementation date will be. We have many projects competing for resources so it is unrealistic to think all of those priorities will drop simply to work on NRII. If we are given a clear and reasonable date (two years past the release of the final NRII specifications) then we can begin to adjust priorities to best accommodate all of the different needs whether they be FMCSA projects such as Drug and Alcohol Clearinghouse, Entry Level Driver Training, CD31 or State driven requirements legislative and otherwise.

Have a wonderful evening,

-Andy

From: Stephens, Melinda [mailto: MStephens@aamva.org]

Sent: Monday, April 24, 2017 10:29 AM

**To:** Beers, Kami (DelDOT) < <u>Kami.Beers@state.de.us</u>>; Anthony, Amy (DelDOT)

<a href="mainto-color: green; filling-color: green; filling-color:

Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

4

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I am hoping that we can get the **survey sent out by COB tomorrow Tuesday April 25th**. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Thanks!			

Dear (State),

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Your participation is greatly appreciated,

Thank you!
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1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?
Answer-
2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?
Answer-
3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?
Answer-
4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?
Answer-

7

Document ID: 0.7.1187.74830

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Answer-
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Answer-
8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.
Answer-
Mindy Stephens Senier Business Analyst (Driver Systems)
Senior Business Analyst (Driver Systems)  AAMVA
AAIVIVA 8

Document ID: 0.7.1187.74830

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- AMIE Mini Spec April March 2017
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NR02

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: Stephens, Melinda < MStephens@aamva.org >

**Sent:** Tuesday, April 25, 2017 9:01 AM

To: JoLynn Peck; Frey, Andrew; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin

(DMV); 'Poitras, Karin (DMV)'; Gonzales - DOR, Justine; Crystal Soderman - DOR; Peters, Mina L (DOA); Valentine, Abbey B N (DOA); 'Birchman, David J DMV'; 'Rowland, Robert (DOT)'; 'McJannet, Patrick'; Beverly Pellen; Russell Casler; 'JONES Joshua M'; Gutshall, Camdon (DMV); 'Yssel, Stefan (DMV)'; 'Bartelt, Katherine - DOT'; 'Pazynski, Steven -

DOT'; Kleist, Corey R - DOT

Cc: Regmi, Ashish; Chandrasekharan, Madhu; Dsa, Pamela

**Subject:** RE: FMCSA Survey (Mini Specs)

Good Morning CDLIS Working Group,

Based on discussion with the CDLIS PRC group this morning we have made a couple of minor modifications to the drafted email below. We have added a place for states to add "Any other comments/feedback for FMCSA?" where states can add anything they want to share or express that didn't fit into the questions on the survey.

Please send the drafted email and survey (below) out to your representative states by COB Thursday April 27<sup>th</sup>. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

Please let us know if you have any questions.

Thanks you!

Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

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Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Friday May 12<sup>th</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

## Thank you!

Question		Answer
1	Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate	

	information electronically with the	
	National Registry?	
2	Has your state developed a project plan	
	to implement CDLIS changes for the	
	National Registry II Final Rule?	
3	How many months does your SDLA need	
	to implement CDLIS changes for the	
	National Registry II Final Rule, from	
	beginning to being operational in	
	production?	
4	For a comparable CDLIS project in the	
	past with similar complexity, how many	
	months did your SDLA need to implement	
	technical changes, from initial planning	
	stages to being operational in	
	production?	
5	Are you aware that mini-specifications are	
	available now, to assist your SDLA in	
	gaining a better understanding of the	
	technical requirements for the CDLIS	
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	implement?	
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From: JoLynn Peck

Sent: Monday, April 24, 2017 4:53 PM

To: Frey, Andrew <Andrew.Frey@iowadot.us>; Stephens, Melinda <MStephens@aamva.org>; Beers, Kami (DelDOT) <Kami.Beers@state.de.us>; Anthony, Amy (DelDOT) <Amy.Anthony@state.de.us>; Murphy, Erin (DMV) <Erin.Murphy@dmv.ny.gov>; 'Poitras, Karin (DMV)' <Karin.Poitras@dmv.ny.gov>; Gonzales - DOR, Justine <justine.gonzales@state.co.us>; Crystal Soderman - DOR <crystal.soderman@state.co.us>; Peters, Mina L (DOA) <mina.peters@alaska.gov>; 'Valentine, Abbey B N (DOA)' <abbey.valentine@alaska.gov>; 'Birchman, David J DMV' <David.Birchman@dmv.ca.gov>; 'Rowland, Robert (DOT)' <robert.rowland@state.ma.us>; 'McJannet, Patrick' <pmcjannet@mt.gov>; Beverly Pellen <bpellen@mt.gov>; Russell Casler <Russell.CASLER@odot.state.or.us>; 'JONES Joshua M' <Joshua.M.JONES@odot.state.or.us>; Gutshall, Camdon (DMV) <camdon.gutshall@dmv.virginia.gov>; 'Yssel, Stefan (DMV)' <stefan.yssel@dmv.virginia.gov>; 'Bartelt, Katherine - DOT' <Katherine.Bartelt@dot.wi.gov>; 'Pazynski, Steven - DOT' <Steven.Pazynski@dot.wi.gov>; Chandrasekharan, Madhu <MChandrasekharan@aamva.org> Subject: RE: FMCSA Survey (Mini Specs)

You are spot on Andy! I would wager nearly all of us feel the same. The mini specs have been very helpful to "point us in the right direction", however the <u>full specs</u> and a <u>final date</u> are needed to really get the ball rolling.

Thanks for your honesty.

#### JoLynn

From: Frey, Andrew [mailto:Andrew.Frey@iowadot.us]

Sent: April 24, 2017 4:36 PM

**To:** Stephens, Melinda; Beers, Kami (DelDOT); Anthony, Amy (DelDOT); Murphy, Erin (DMV); 'Poitras, Karin (DMV)'; Gonzales - DOR, Justine; Crystal Soderman - DOR; Peters, Mina L (DOA); 'Valentine, Abbey B N (DOA)'; 'Birchman, David J DMV'; 'Rowland, Robert (DOT)'; Peck, JoLynn (MDOS); 'McJannet, Patrick'; Beverly Pellen; Russell Casler; 'JONES Joshua M'; Gutshall, Camdon (DMV); 'Yssel, Stefan (DMV)'; 'Bartelt, Katherine - DOT'; 'Pazynski, Steven - DOT'; Kleist, Corev R - DOT

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1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

Answer-No. Initially lowa set aside some project hours in our budget to meet the original implementation deadline. Because of the delay in negotiating the contract between FMCSA and AAMVA it became clear that the original deadline was unrealistic and then the intention to delay was announced. The original budgeted resources had to be reclaimed and used elsewhere and because no announcement of the extended deadline has occurred. We are hesitant to dedicate resources back to NRII without knowing the new deadline. This project will

also have to compete with other projects (Drug and Alcohol Clearinghouse, Driver Entry Level Training as well as a myriad of State legislative requirements). With projects of this size we have to submit budget requests in advance and sometimes up to a year in advance.

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

Answer-No. We don't have enough information at this time to complete that. Most notably the extended implementation date.

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

Answer-Unknown. We don't have a complete set of mini specs let alone completed specifications.

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

Answer-It is difficult to really compare this to other CDLIS projects. It is very unique in structure and design. It is a mixture of PDPS ,CDLIS and a whole new application ID. This isn't a bad thing, it just isn't necessarily comparable to other CDLIS projects. As we evaluate the specifications coming out we will know more. We realize those specifications may not be the 'final' specifications but it is at least helpful in determining what we will need and how to prioritize.

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

Answer-Yes, but they are not complete by any means. NR01 is currently the only transaction released and it has the least impact on States. It is also important to realize that the purpose of the mini-spec is to allow flexibility for change in the final product, so if we choose to use them we know we do so with some inherent risk for change.

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

Answer-We will use any tools we can to better prepare and implement.

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

Answer-At this point we don't have the latitude to begin implementation. Because we don't know the implementation deadline other pertinent projects that do have clear deadlines have taken a higher place in prioritization. We do believe the mini-specs can enhance our planning and implementation but won't necessarily change when we can begin work on NRII or change how long it will take to complete that work.

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

Answer-It seems the purpose of this survey is intended to help establish the 'new' implementation deadline. Ironically the questions in this survey would be best answered understanding what the extended implementation date will be. We have many projects competing for resources so it is unrealistic to think all of those priorities will drop simply to work on NRII. If we are given a clear and reasonable date (two years past the release of the final NRII specifications) then we can begin to adjust priorities to best accommodate all of the different needs whether they be FMCSA projects such as Drug and Alcohol Clearinghouse, Entry Level Driver Training, CD31 or State driven requirements legislative and otherwise.

Have a wonderful evening, -Andy

From: Stephens, Melinda [mailto:MStephens@aamva.org]

Sent: Monday, April 24, 2017 10:29 AM

To: Beers, Kami (DelDOT) <Kami.Beers@state.de.us>; Anthony, Amy (DelDOT) <Amy.Anthony@state.de.us>; Murphy, Erin (DMV) < <a href="mailto:Erin.Murphy@dmv.ny.gov">Erin.Murphy@dmv.ny.gov</a>; 'Poitras, Karin (DMV)' < <a href="mailto:Karin.Poitras@dmv.ny.gov">Karin.Poitras@dmv.ny.gov</a>; Gonzales - DOR, Justine <justine.gonzales@state.co.us>; Crystal Soderman - DOR <crystal.soderman@state.co.us>; Peters, Mina L (DOA) <mina.peters@alaska.gov>; 'Valentine, Abbey B N (DOA)' <abbey.valentine@alaska.gov>; 'Birchman, David J DMV' <<u>David.Birchman@dmv.ca.gov</u>>; Frey, Andrew <<u>Andrew.Frey@iowadot.us</u>>; 'Rowland, Robert (DOT)' <robert.rowland@state.ma.us>; JoLynn Peck <peckj3@michigan.gov>; 'McJannet, Patrick' <pmcjannet@mt.gov>; <Joshua.M.JONES@odot.state.or.us>; Gutshall, Camdon (DMV) <camdon.gutshall@dmv.virginia.gov>; 'Yssel, Stefan (DMV)' <stefan.yssel@dmv.virginia.gov>; 'Bartelt, Katherine - DOT' <Katherine.Bartelt@dot.wi.gov>; 'Pazynski, Steven -DOT' <Steven.Pazynski@dot.wi.gov>; Kleist, Corey R - DOT <Corey.Kleist@dot.wi.gov> Cc: Regmi, Ashish < ARegmi@aamva.org >; Chandrasekharan, Madhu < MChandrasekharan@aamva.org >

**Subject:** FMCSA Survey (Mini Specs)

Good Morning CDLIS Working Group,

As discussed during the CDL Coordinators Meeting, FMCSA would like to survey the SDLAs to find out if/how each SDLA intends to use the Mini Spec documents provided by AAMVA. FMCSA would like to use the CDLIS Working Group to distribute the survey to the SDLAs (by reaching out to the states you represent), and would like the survey to remain open for 2 weeks. Based on the results of this survey FMCSA will determine what the new compliance date for NRII should be for the SDLAs.

Those of you who were able to attend the meeting discussed offering a recommendation by the CDLIS Working Group along with the survey questions to the states. The recommendation discussed was for FMCSA to extend the compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

I am hoping that we can get the survey sent out by COB tomorrow Tuesday April 25th. The emails sent from the CDLIS Working Group to the SDLAs should be consistent (same verbiage and sent on the same day). Please find my recommended verbiage below, let me know by COB today if you have anything to add or any concerns. I am attaching the list of persons whom registered for the CDL Coordinators Meeting, in addition to the contacts we have for each state it would be a good idea to include (CC) the registrants from that state that attended the meeting as the survey was discussed and expectations were set at that time.

#### Thanks!

## Dear (State),

My name is (insert name) I work for (insert state and agency), and I am your representative for the CDLIS Working Group. I am reaching out to you today to ask for your help regarding National Registry II.

FMCSA is requesting help from the SDLAs to set a new compliance date for National Registry II (the current compliance date as per the final rule is June 22, 2018). FMCSA has provided a list of questions that they would like each SDLA to respond to concerning if/how the Mini Specification documents provided by AAMVA will be used.

The anticipated dates for the Mini Specification documents and the NRII Master Specification are as follows:



NR01 (MEC Verification Inquiry), NR02 (MEC Transmission), NR03 (MEC Search Inquiry), and MS (NRII Master Specification).

As shown for 'NR01' above, AAMVA has been slightly more aggressive than the project schedule and was able to release the NR01 AMIE Mini Specification to the SDLAs ahead of schedule. AAMVA anticipates releasing the NR02 AMIE Mini Specification to the SDLAs within the next couple of weeks. The AAMVA Help Desk will send out a notification to all CDLIS Participants once the NR02 Mini Specification is available. AAMVA anticipates releasing the NR03 AMIE Mini Spec ahead of schedule as well, however the release date is dependent on how review and approval process goes with the CDLIS Working Group and FMCSA. The Mini Specifications (and information regarding what the Mini Specifications are) can be found on the AAMVA website at: <a href="http://www.aamva.org/National-Registry-ll/">http://www.aamva.org/National-Registry-ll/</a>.

SDLAs generally require at least two years from the date that the master specification is published to implement the changes. The CDLIS Working Group's recommendation is for FMCSA to extend the

compliance date to at least 2 years from the scheduled publication date for the master specification (January 2018), as the SDLAs are not required to use the Mini Spec documents provided.

Please find below a list of questions provided by FMCSA regarding the Mini Specifications. FMCSA is requesting a 2 week window for responses, as a result **SDLAs will need to respond no later than Wednesday May 3<sup>rd</sup> 2017 by COB**. Please respond to this email with your states response.

Your participation is greatly appreciated,

Thank you!

## FMCSA's MINI Spec Survey-

1. Has your state organized a team that will be responsible for implementing the computer changes that your state will need, to be able to use CDLIS to exchange medical examiner's certificate information electronically with the National Registry?

#### Answer-

2. Has your state developed a project plan to implement CDLIS changes for the National Registry II Final Rule?

#### Answer-

3. How many months does your SDLA need to implement CDLIS changes for the National Registry II Final Rule, from beginning to being operational in production?

#### Answer-

4. For a comparable CDLIS project in the past with similar complexity, how many months did your SDLA need to implement technical changes, from initial planning stages to being operational in production?

#### Answer-

5. Are you aware that mini-specifications are available now, to assist your SDLA in gaining a better understanding of the technical requirements for the CDLIS changes that your state will need to implement?

#### Answer-

6. Are you planning to use the mini-specifications for planning purposes now, or do you plan to wait until the full, complete specifications are ready before you begin planning?

#### Answer-

7. Are you planning to use the mini-specifications to begin implementation efforts now, or do you plan to wait until the full, complete specifications are ready before you begin implementation?

#### Answer-

8. Is there any additional information that you need to ensure that your state is able to implement the CDLIS/National Registry changes into production? If so, please list.

Answer-

## **Mindy Stephens**

Senior Business Analyst (Driver Systems) AAMVA 4401 Wilson Blvd., Suite 700 Arlington, VA 22203

mstephens@aamva.org T: 703.908.8287

www.aamva.org

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- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR<sub>02</sub>

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018



- AMIE Mini Spec April March 2017
- NIEM Mini Spec April March 2017

NR02

- AMIE Mini Spec June 2017
- NIEM Mini Spec November 2017

NR03

- AMIE Mini Spec September 2017
- NIEM Mini Spec December 2017

MS

- AMIE Master Spec January 2018
- NIEM Master Spec February 2018

From: Hanchulak, Denise < DHanchulak@aamva.org>

**Sent:** Tuesday, April 25, 2017 9:14 AM

Subject: Call for Comments on Highly Automated Commercial Vehicles

\*\*When submitting jurisdictional comments to FMCSA, please send a copy to Cian Cashin, AAMVA Director of Government Affairs at ccashin@aamva.org as well.

This Proposed Rule document was issued by the Federal Motor Carrier Safety Administration (FMCSA)

For related information, Open Docket Folder

Show agency attachment(s)

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Parts 383, 391, 392, 395 and 396

[Docket No. FMCSA-2017-0114]

# Federal Motor Carrier Safety Regulations: Highly Automated Commercial Vehicles; Public Listening Session

# Agency

Federal Motor Carrier Safety Administration (FMCSA), DOT.

#### **Action**

Announcement of public listening session.

#### Summary

FMCSA announces that it will hold a public listening session on April 24, 2017, to solicit information on issues relating to the design, development, testing, and deployment of highly automated commercial vehicles (HACVs). The listening session will provide interested parties an opportunity to share their views and any data or analysis on this topic with Agency representatives. FMCSA will transcribe all comments and place the transcripts in the docket referenced above. FMCSA will webcast the entire proceeding.

#### **Dates**

The listening session will be held on Monday, April 24, 2017, from 9:30 a.m. to 12:00 p.m., e.t. Comments will be accepted from in-person participants as well as comments submitted via the Internet. If all interested participants have had an opportunity to comment, the session may conclude early.

Public Comments: Comments on this notice must be received on or before July 17,

# 2017.

# **Addresses**

1

The public listening session will be held as part of the Commercial Vehicle Safety Alliance Workshop at the Hyatt Regency Atlanta, 265 Peachtree Street NE., Atlanta, GA 30303, (404) 577-1234, in the Regency Ballroom. Participation in the listening session is free. FMCSA will post specific information on how to participate via the Internet on the FMCSA Web site at <a href="https://www.fmcsa.dot.gov">www.fmcsa.dot.gov</a> in advance of the session.

You may submit comments identified by Docket Number FMCSA-2017-0114 using any of the following methods:

- Federal eRulemaking Portal: <a href="http://www.regulations.gov">http://www.regulations.gov</a>. Follow the online instructions for submitting comments.
- Mail: Docket Management Facility, U.S. Department of Transportation, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.
- Hand Delivery or Courier: West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE.,
   Washington, DC, between 9:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays.
- Fax: 1-202-493-2251.

## **For Further Information Contact**

Ms. Shannon L. Watson, Senior Policy Advisor, (202) 366-2551, <u>Shannon.Watson@dot.gov</u>, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

If you need sign language interpretation or any other accessibility accommodation, please contact Ms. Watson by April 19, 2017, to allow us to arrange for such services. FMCSA cannot guarantee that interpreter services requested on short notice will be provided.

# **Supplementary Information**

## **Submitting Comments**

If you submit a comment, please include the docket number for this notice (FMCSA-2017-0114), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <a href="http://www.regulations.gov">http://www.regulations.gov</a>, put the docket number, FMCSA-2017-0114, in the keyword box, and click "Search." When the new screen appears, click on the "Comment Now!" button and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 81/2 by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

#### Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <a href="http://www.regulations.gov">http://www.regulations.gov</a>. Insert the docket number, FMCSA-2017-0114, in the keyword box, and click "Search." Next, click the "Open Docket Folder" button and choose the document to review. If you do not have access to the Internet, you may view the docket by visiting the Docket Management Facility in Room W12-140 on the ground floor

of the West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays.

#### Privacy Act

The Department of Transportation (DOT) solicits comments from the public to better inform its decision-making processes. DOT posts these comments, without edit, including any personal information the commenter provides, to <a href="https://www.regulations.gov">www.regulations.gov</a>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <a href="https://www.dot.gov/privacy">www.dot.gov/privacy</a>.

## I. Background

Highly automated vehicles (HAVs) are those in which the vehicle can take full control of the driving tasks in at least some circumstances. HAVs hold enormous potential benefits for safety, mobility, and sustainability. In January 2014, SAE International (SAE) published Standard J3016, "Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems" in order to simplify communication and facilitate collaboration within technical and policy domains for automated driving. The Standard defines more than a dozen key terms, and provides full descriptions and examples for each of six levels of driving automation. The SAE definitions divide vehicles into levels based on "who does what, when." Generally:

- At SAE Level 0, the human driver does everything.
- At SAE Level 1, an automated system on the vehicle can sometimes assist the human driver conduct some
  parts of the driving task.
- At SAE Level 2, an automated system on the vehicle can actually conduct some parts of the driving task,
   while the human continues to monitor the driving environment and performs the rest of the driving task.
- At SAE Level 3, an automated system can both actually conduct some parts of the driving task and monitor
  the driving environment in some instances, but the human driver must be ready to take back control when
  the automated system requests.
- At SAE Level 4, an automated system can conduct the driving task and monitor the driving environment, and
  the human need not take back control, but the automated system can operate only in certain environments
  and under certain conditions.
- At SAE Level 5, the automated system can perform all driving tasks, under all conditions that a human driver could perform them.

Using the SAE levels described above, there is a distinction between Levels 0-2 and 3-5 based on whether the human operator or the automated system is primarily responsible for monitoring the driving environment. The term "highly automated vehicle" represents SAE Levels 3-5 vehicles, with automated systems that are responsible for monitoring the driving environment.

Public discussions regarding HACVs have become much more prominent in recent months as developers continue efforts to demonstrate and test the viability of advanced driver assistance systems on large commercial vehicles. FMCSA encourages the development of these advanced safety technologies for use on commercial vehicles, and at the same time, recognizes the need to ensure that testing and operation of these advanced safety systems is conducted in a manner that ensures the highest level of safety for everyone involved—and most importantly, for the motoring public.

Sections 390.17 and 393.3 of the Federal Motor Carrier Safety Regulations (49 CFR parts 350-399) permit the use of additional equipment and accessories on CMVs beyond those which are minimally required by the regulations, provided that such equipment and accessories do not decrease the safety of operation of the CMVs on which they are used. While advanced driver assistance systems such as automatic emergency braking, lane departure warning, forward collision warning, and others are not currently required to be used on CMVs, the use of such systems is permitted provided they do not impair the effectiveness of the required safety systems.

## II. Meeting Participation and Information the Agency Seeks From the Public

The listening session is open to the public. Speakers should try to limit their remarks to 3-5 minutes, and no preregistration is required. Attendees may submit material to FMCSA staff at the session to include in the public docket referenced in this notice. Those participating in the webcast will have the opportunity to submit comments online that will be read aloud at the session with comments made in the meeting room. FMCSA will docket the transcript of the webcast, a separate transcription of the listening session prepared by an official court reporter, and all other materials submitted to Agency personnel.

In anticipation of the continued development of HACVs, FMCSA seeks information on issues that need to be addressed to ensure that the Federal safety regulations provide appropriate standards for the safe operation of HACVs from design and development through testing and deployment. Specifically, FMCSA welcomes comments and information on the application of the following regulatory provisions in title 49 CFR to HACVs: Part 383 (Commercial Driver's Licenses); part 391 (Qualifications of Drivers); sections 392.80 and 392.82 (use of electronic devices); part 395 (Hours of Service of Drivers); and part 396 (Inspection, Repair, and Maintenance). The FMCSA also requests public comments on how enforcement officials could identify CMVs capable of various levels of automated operation and the types of HACV equipment that can be effectively inspected at roadside. The Agency welcomes the opportunity to work with all interested parties to identify actions that may be necessary to address regulatory barriers while ensuring the safe operation of HACVs.

Issued on: April 12, 2017.

Daphne Y. Jefferson,

Deputy Administrator.

[FR Doc. 2017-07723 Filed 4-14-17; 8:45 am]

**BILLING CODE 4910-EX-P** 

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From: Thompson, Marla R (DOA)
Sent: Tuesday, April 25, 2017 9:36 AM

**To:** Prior, Sheila

Subject: Hello

Do you happen to know when Alaska became a member of AAMVA? We are trying to get a few responses back for a representative.

Thanks!

Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574 From: Thompson, Marla R (DOA)
Sent: Tuesday, April 25, 2017 9:48 AM

**To:** Jordaan, Loffie

Cc:Brosnan, Patrick P (DOA)Subject:RE: Security Documents

Yes I can be prepared to talk about high level what the request is. I think I have a much better understanding of why the design thanks to your information that you have sent.

Thanks!

From: Jordaan, Loffie [mailto:LJordaan@aamva.org]

Sent: Monday, April 24, 2017 10:08 AM

**To:** Thompson, Marla R (DOA) <marla.thompson@alaska.gov> **Cc:** Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>

Subject: RE: Security Documents

Marla,

We are on it.

On a related note: We would like to add a topic dedicated to Alaska in the upcoming Governance Committee meeting. Can we ask you to be prepared to give an update? The letter AAMVA received from Commissioner Fisher also mentioned that you will submit a formal written request at the meeting – is that still the plan?

Thanks,

Loffie

From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Monday, April 24, 2017 13:47

To: Jordaan, Loffie < LJordaan@aamva.org >

Cc: Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>

**Subject:** Security Documents

Hello Loffie,

We have had some more discussions about SPEX and it's brought up a few more questions in regards to security. Can you provide some documents for us?

An updated Privacy Impact Assessment since AAMVA has taken over the SPEX database.

Copy of Rackspace contract and a list of named personnel for prime/subs that have access to the SPEX database.

Annual Cyber Security Audit for AAMVA

Hoping that you can provide this info this week?

Thanks,

1

Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574 From: Prior, Sheila <sprior@aamva.org> Sent: Tuesday, April 25, 2017 10:05 AM Thompson, Marla R (DOA) To:

Subject: RE: Hello

Marla,

Wow, that's going back a ways. Let me do some checking. Stay tuned.

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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Sent: Tuesday, April 25, 2017 10:36 AM To: Prior, Sheila <sprior@aamva.org>

Subject: Hello

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Thanks!

**Marla Thompson** Director, Division of Motor Vehicles State of Alaska 907-269-5574

1

From: Thompson, Marla R (DOA) Sent: Tuesday, April 25, 2017 10:08 AM

Prior, Sheila To: Subject: RE: Hello

Ha! I knew you would say that.

From: Prior, Sheila [mailto:sprior@aamva.org] Sent: Tuesday, April 25, 2017 10:05 AM

To: Thompson, Marla R (DOA) <marla.thompson@alaska.gov>

Subject: RE: Hello

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Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

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Thanks!

Marla Thompson **Director, Division of Motor Vehicles** State of Alaska

1

# 907-269-5574

Document ID: 0.7.1187.74820 DMV00014464

From: Rogers, Jessie <JRogers@aamva.org>
Sent: Tuesday, April 25, 2017 12:13 PM

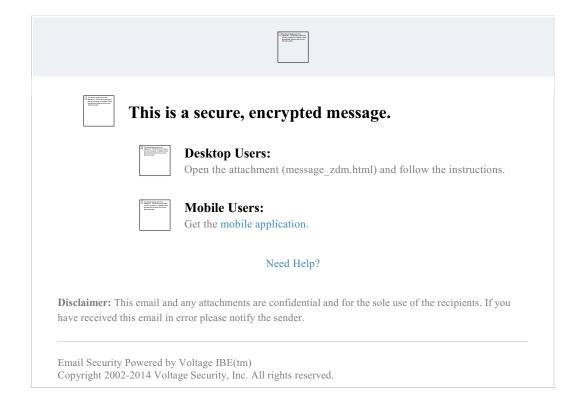
**To:** Peters, Mina L (DOA); Tham, Nichole M (DOA); Lewellyn, Tracey (DOT sponsored);

Laura.Edwards@dot.gov; Whiteside, Lauren M (DOA); OBrien, Audrey K (DOA); Carlos Dequina; Castillo, Oscar; wendy.cunningham@dot.gov; Olzenak, Brianna M (DOA);

Brodie, Brenda (FMCSA)

**Subject:** AK- CDLIS Reports Package

**Attachments:** message\_zdm.html



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Need Help?

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Email Security Powered by Voltage IBE(tm) Copyright 2002-2014 Voltage Security, Inc. All rights reserved. From: Tham, Nichole M (DOA)

**Sent:** Tuesday, April 25, 2017 12:49 PM

To: Dsa, Pamela
Subject: FW: CSTIMS Alaska

Attachments: Alaska CSTIMS Agreement.pdf; Alaska Division of Motor Vehicles CSTIMS Modification

1.pdf

Hi Pam,

I haven't heard back from the helpdesk yet regarding assistance with CSTIMS. Is there a better point of contact for refreshing or updating user accounts? I was able to log in a while back but since Alaska has not had the resources to do much with CSTIMS until now, it seems I'm deactivated. We've received CDL PI grant funds to dedicate a position to CSTIMS so I'm trying to get administrator access restored so we can hit the ground running after recruitment in about 2-3 weeks.

Thanks,

Nichole Tham
Driver Services Manager
907-269-3775 voice
907-269-3774 fax



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From: Gollos, Hal [mailto:HGollos@aamva.org]

Sent: Monday, April 24, 2017 10:01 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: CSTIMS Alaska

Hello Nichole,

Attached is a copy of the Agreement and the Modification extending until 09/30/17.

Also, I've copied Pam Dsa, CSTIMS Program Manager, on your question about updating the contacts and user access. I think the Help Desk is the best way to proceed however if you haven't heard back from them regarding your question perhaps Pam can direct you in the right direction or provide guidance herself.

Regards,

Hal Gollos
Director, Contracts Administration
American Association of Motor Vehicle Administrators
4401 Wilson Boulevard, Suite 700

1

Arlington, VA 22203

703-908-8286 Office 703-997-6460 eFax hgollos@aamva.org

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Friday, April 21, 2017 3:05 PM **To:** Gollos, Hal < <u>HGollos@aamva.org</u>>

Subject: CSTIMS Alaska

Hello Mr. Gollos,

I'm writing to obtain another copy of the executed modification to the AAMVA/Alaska CSTIMS agreement expiring 9/30/2017. Additionally I'm seeking assistance with updating the Alaska CSTIMS ROOSTR contacts and updating user access. I've sent a request to the AAMVA helpdesk regarding user access, but if there's a better contact for general CSTIMS questions or jurisdiction support, please let me know.

Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2
Lauren Whiteside
907-269-5129
lauren.whiteside@alaska.gov

Thank you,

Nichole Tham
Driver Services Manager
907-269-3775 voice
907-269-3774 fax



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# JURISDICTION SERVICE AGREEMENT

COMMERCIAL SKILLS TEST INFORMATION MANAGEMENT SYSTEM

This JURISDICTION SERVICE AGREEMENT ("Agreement") is made as of [October \_\_\_, 2015, by and between The State of Alaska, Division of Motor Vehicles ("Jurisdiction") and the American Association of Motor Vehicle Administrators, a District of Columbia non-profit corporation ("AAMVA") (individually, a Party; collectively, the "Parties").

- Use of the Service. AAMVA hereby grants to Jurisdiction the right to use the CSTIMS
  for the sole purpose of managing information and records related to the skills test portion
  of the Commercial Driver License (CDL) program operated under the oversight of the
  Federal Motor Carrier Safety Administration (FMCSA).
  - a. Fees. Jurisdiction will not be charged a user fee for use of the CSTIMS for the duration of the term provided below.
- 2. Term. This Agreement is effective as of the Effective Date and shall continue until September 30, 2016.
- 3. Termination. Either Party may terminate this Agreement without cause by giving at least thirty (30) calendar days written notice.
- 4. Compliance. Jurisdiction agrees to use CSTIMS in accordance with the terms and conditions in this Agreement, all applicable CDL regulations, the Driver Privacy Protection Act, and any applicable State and Federal laws and regulations. The terms and conditions of this Agreement are subject to change by AAMVA upon thirty (30) days prior written notice to Jurisdiction.
- Information Ownership. The Jurisdiction has ownership of the information it enters into the CSTIMS. The Jurisdiction acknowledges that it has no rights of ownership with respect to any other data it accesses through the use of the CSTIMS.
- 6. Security, Confidentiality and Privacy. CSTIMS data includes information that can be used on its own or with other information to identify, contact, or locate a single person, or to identify an individual in context (Personal Identifiable Information or PII). Jurisdiction acknowledges that such information is sensitive and confidential.
  - a. Jurisdiction shall implement all necessary administrative, technical and physical safeguards to prevent unauthorized use or disclosure of Personally Identifiable Information in accordance with all applicable Federal and State privacy protection requirements.
  - b. Jurisdiction agrees to restrict access to the CSTIMS Web user interface to those persons who require such access to perform their official duties. Jurisdiction agrees to:

- i. Immediately disable accounts upon resignation/termination, or when access is no longer needed
- Conduct a review of access accounts at least every 120 days to ensure that any obsolete accounts are disabled
- iii. Monitor use of accounts having access to CSTIMS information.
- c. Jurisdiction must comply with the CSTIMS Privacy Policy, the current version of which is included in Attachment 1 to this Agreement. AAMVA reserves the right to modify the CSTIMS Privacy Policy from time to time upon thirty (30) days prior written notice to Jurisdiction.
- d. Jurisdiction shall require that all of Jurisdiction's employees or other persons using CSTIMS on behalf of Jurisdiction take an annual privacy awareness training; such as the training provided by AAMVA specifically for CSTIMS.
- e. Jurisdiction shall enter into written agreements with any independent contractors or organizations working on behalf of Jurisdiction and using the CSTIMS services (including, without limitation, Third Party Testers) under which such contractors and organizations agree to comply with the provisions of [Section 6] of this Agreement (Security, Confidentiality and Privacy) and the CSTIMS Privacy Policy established by AAMVA from time to time.
- Connectivity. Jurisdiction or its users shall connect to the CSTIMS services over the public Internet.
- 8. Limitation of Liability. AAMVA shall not be liable for any damages caused by Jurisdiction's failure to carry out its obligations under this Agreement. AAMVA shall not have liability for any consequential, incidental, exemplary, indirect damages, loss, or expenses, even if AAMVA has been advised of the possibility of such damages, losses, or expenses. AAMVA's aggregate liability to Jurisdiction under this Agreement shall in no event exceed \$100,000.00. The Parties understand and agree that AAMVA shall be precluded from relying on any contractual damages limitation language within this Agreement where AAMVA acts fraudulently or in bad faith.
- 9. Notices. All notices required or permitted to be given under the terms of this Agreement shall be deemed given when delivered in person or on the third business day after being deposited in the United States mail, first class postage prepaid addresses as follows:

For Jurisdiction:

Coleen Greenshields Administrative Officer II (907) 269-3782(f) Coleen.greenshields@alaska.gov

#### For AAMVA:

Hal Gollos
Director, Contracts Administration
AAMVA
703-908-8286
hgollos@aamva.org

- Amendments. This Agreement may be amended only by the mutual written consent from authorized representatives of each of the Parties.
- 11. Disputes The parties shall attempt in good faith to resolve any dispute arising out of or relating to this Agreement promptly by negotiation between executives who have authority to resolve the controversy and who are at a higher level of management than the persons with direct responsibility for administration of this Agreement.
- 12. Choice of Law. This Agreement shall be construed and interpreted in accordance with the laws of the Commonwealth of Virginia, without regard to conflicts of laws principles.
- 13. Assignment. Neither party may assign any rights or obligations under this Agreement without the express prior written approval of the other party.
- 14. Entire Agreement. This Agreement constitutes the entire agreement among the parties and merges any and all prior agreements and representations respecting the matters contemplated in this Agreement, whether oral or written, by and among the Parties.
- 15. Counterparts. This Agreement may be executed in two or more identical counterparts, each of which shall be deemed an original binding the signer thereof against the other signing parties, but all counterparts together shall constitute one and the same instrument.
- 16. Severability; Non-waiver. Should any provisions of the Agreement be held to be void, invalid, unenforceable or illegal by a court, the validity and enforceability of the other provisions shall not be affected thereby. Failure of any Party to enforce any provision of this Agreement shall not constitute or be construed as a waiver of such provisions or of the right to enforce such provision.

IN WITNESS WHEREOF, the undersigned have caused this Agreement to be executed by their authorized officials as of the Effective Date.

**JURISDCTION** 

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

By:

Coleen Greenshields Administrative Officer II By:

Lynn H. Wasylina Chief Financial Officer

Attachment 1

#### CSTIMS PRIVACY POLICY

#### I. PREAMBLE

The Commercial Skills Test Information Management System (CSTIMS) is a Web application allowing the U.S. Motor Vehicle Agencies, or private sector organizations working in behalf of the DLAMVA, to manage information and records related to the skills test portion of the Commercial Driver License program. The program is operated under the oversight of the Federal Motor Carrier Safety Administration. The operator of CSTIMS is the American Association of Motor Vehicle Administrators.

This Privacy Policy applies to all personnel involved in the operation or use of CSTIMS.

The Privacy Act of 1974, the Fair Credit Reporting Act of 1970 (FCRA), the Driver's Privacy Protection Act of 1994 (DPPA) define the legal framework under which personal information may be collected, used, maintained and shared by the CSTIMS Participants.

### II. DEFINITIONS

- 1. AAMVA means the American Association of Motor Vehicles Administrators, a District of Columbia nonprofit corporation (AAMVA).
- 2. DLA means the Motor Vehicle Agencies established by various states and which are responsible for the issuance process of commercial driver licenses..
- 3. CST1MS Integrators means private sector organizations offering services and applications supporting the skills test portion of the CDL program, and operating systems interfacing with CSTIMS.
- 5. CSTIMS Participants means all organizations involved in the operation or use of CSTIMS, including AAMVA, DLAs, Third Party Testers and CSTIMS Integrators.
- 6. CDL means a commercial driver license issued in accordance with the requirements prescribed by the Federal Motor Carrier Safety Agency from time to time.
- CDL Applicants means individuals who apply for a CDL.
- 8. Third Party Testers means those organizations that qualify as Third Party Testers in accordance with regulations of FMCSA from time to time.

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#### III. POLICY

- 8. AAMVA shall establish written policies from time to time which shall include requirements addressing the protection of the confidentiality and privacy of personally identifiable information (PII) through appropriate administrative, technical and physical safeguards to deter and detect unauthorized access, destruction, use, modification, or disclosure.
- 9. The MVA shall establish a written agreement with each Third Party Tester, prior to using CSTIMS, which shall include requirements addressing the protection of the confidentiality and privacy of PII through appropriate administrative, technical and physical safeguards to deter and detect unauthorized access, destruction, use, modification, or disclosure.
- 10. The MVA or Third Party Testers shall collect and submit to CSTIMS only such PII from CDL applicants that is believed to be accurate, complete, timely and relevant as required to accomplish their responsibilities.
- 11. The MVA or Third Party Testers shall provide the following information to the CDL Applicant:
- The principal purpose or purposes for which the information is collected;
- b. The CDL Applicant's rights to access the information collected about themselves; and
- c. The means through which the accuracy of the information can be disputed, and corrected.
- 12. CSTIMS Participants shall establish rules of conduct for persons involved in the operations, including use, of CSTIMS; and train such persons with respect to such rules and the requirements of this Privacy Policy and the penalties for noncompliance.
- 13. CSTIMS Participants shall designate a point of contact to receive and resolve reports or complaints regarding alleged errors and violations of this policy.
- 14. AAMVA shall not share any PII maintained in CSTIMS beyond the CSTIMS Participants.

### IV. ACCESS AND CORRECTIONS

- 1. For Individuals Upon request by any individual to obtain PII pertaining to him or her maintained in CSTIMS, the DLA or CDL Third Party Testers shall inform the person as to the appropriate process and point of contact to obtain access and, as appropriate, initiate corrections.
- 2. For CSTIMS Participants Upon written request to AAMVA, by designated personnel at the CSTIMS Participant, AAMVA shall facilitate the troubleshooting and correction necessary to ensure proper operations of CSTIMS.

# V. MANAGEMENT

- 1. Compliance AAMVA endeavors to assess the level of compliance with this Privacy Policy.
- 2. Accountability Where AAMVA has reason to believe a violation of the terms of the Privacy Policy has occurred, AAMVA must contact in writing the organization believed at fault and reserves the right to suspend use of the service in accordance with the terms and conditions of the service agreement.

#### VI. NOTICE

The Privacy Policy shall be available to anyone upon request.

#### VII. AMENDMENT/CONFLICTS

AAMVA may revise this Privacy Policy from time to time, and shall provide the CSTIMS Participants with updates.

In the event of a conflict between this Privacy Policy and an agreements between CSTIMS Participants, the agreement shall govern.

Questions or comments concerning this Privacy Policy may be directed to AAMVA's Chief Information Security Officer 703-522-4200, or by mailing to:

Privacy Attention to CISO AAMVA 4401 Wilson Blvd, Suite 700 Arlington, VA 22203

#### **MODIFICATION 1**

to

# COMMERCIAL SKILLS TEST INFORMATION MANAGEMENT SYSTEM JURISDICTION SERVICE (CSTIMS) AGREEMENT

This MODIFICATION I to the CSTIMS AGREEMENT (Modification 1) is effective as of October I, 2016, by and between AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS, a District of Columbia nonprofit corporation (AAMVA), 4401 Wilson Boulevard, Suite 700, Arlington, VA 22203 and the State of Alaska, Division of Motor Vehicles ("Jurisdiction").

# **Preliminary Statement**

AAMVA and Jurisdiction (collectively, the "Parties") entered into a CSTIMS Agreement (Agreement) as of October 15, 2015 for the purpose of managing information and records related to the skills test portion of the Commercial Driver License (CDL) program operated under the oversight of the Federal Motor Carrier Safety Administration (FMCSA).

### Agreements

NOW THEREFORE, the Parties hereby agree as follows:

- Unless otherwise specified in this Modification 1, all capitalized terms in this Modification 1 shall have the same meaning as ascribed to such terms in the Agreement.
- 2. The Parties agree to amend the provisions of Section 3. Term of the Agreement, to extend the termination date of the Agreement to September 30, 2017 unless mutually extended or until sooner terminated by Jurisdiction or AAMVA as provided in the Agreement.
- 3. Except as expressly provided in this Modification 1, all provisions of the Agreement and shall remain in full force and effect.

IN WITNESS WHEREOF, the undersigned have caused the Agreement to be executed by their duly authorized officials as of the date of first written above.

**AAMVA** 

Jurisdiction

Lynn H. Wasuling Chief Financial Officer

Coleen Greenshields, Administrative Officer II



From: communications@aamva.org
Sent: Tuesday, April 25, 2017 1:00 PM

**To:** Messing, Erin P (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert

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http://images.magnetmail.net/images/clients/AAMVA/twir\_root/TWIRSubbanner3thinline.jpg
Office of Management and Budget Provides Contingency Plans in Event of Government
Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

As in the past, AAMVA systems are generally exempt from the adverse effects of a lapse in appropriations because they contribute directly towards functions that protect the safety of human life and the protection of property - both of which have been specifically outlined as essential functions by the U.S. Department of Justice (DOJ) and the guidance issued by OMB regarding agency operations during a lapse in appropriations (cited generally as OMB Circular A-11, Section 124).

### **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

- Development of new air traffic control specialists not certified to work a position;
- Issuance of airmen certificates;
- Approval of exemptions for unmanned aerial systems operations;
- The FAA's aircraft registry will close, delaying deliveries of new aircraft, and stopping the sale of used planes;
- Aviation rulemaking;
- · Facility security inspections, evaluations, audits and inspections;
- Routine personnel security background investigations;
- Development, operational testing, and evaluation of NextGen technologies;
- Development of NextGen safety standards;
- · Air traffic performance analysis;

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- · Capital planning for FAA facilities and equipment;
- Investment planning and financial analysis;
- Dispute resolution;
- Audit and evaluation;
- Financial operations, controls, reporting and accountability;
- Most budgeting functions (except those necessary to provide necessary services to offices funded with multi-year appropriations and contract authority);
- · Employee drug testing program;
- Law enforcement assistance support;
- Most administrative support functions not required for support of life and safety "excepted" positions; and
- Congressional liaison services.

#### **Previous Alerts**

To search through all previous AAMVA Legislative and Regulatory alerts, visit the AAMVA Government Affairs page <a href="here">here</a>.

### **Government Affairs Questions**

For questions about AAMVA's Government Affairs, please contact

Cian Cashin at ccashin@aamva.org

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From:communications@aamva.orgSent:Tuesday, April 25, 2017 1:00 PMTo:Leonardo, Debra L (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

As in the past, AAMVA systems are generally exempt from the adverse effects of a lapse in appropriations because they contribute directly towards functions that protect the safety of human life and the protection of property - both of which have been specifically outlined as essential functions by the U.S. Department of Justice (DOJ) and the guidance issued by OMB regarding agency operations during a lapse in appropriations (cited generally as <a href="OMB Circular A-11">OMB Circular A-11</a>, Section 124).

# **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

- Development of new air traffic control specialists not certified to work a position;
- Issuance of airmen certificates;
- Approval of exemptions for unmanned aerial systems operations;
- The FAA's aircraft registry will close, delaying deliveries of new aircraft, and stopping the sale of used planes;
- Aviation rulemaking;
- Facility security inspections, evaluations, audits and inspections;
- · Routine personnel security background investigations;
- Development, operational testing, and evaluation of NextGen technologies;

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#### **Previous Alerts**

To search through all previous AAMVA Legislative and Regulatory alerts, visit the AAMVA Government Affairs page <a href="here">here</a>.

#### **Government Affairs Questions**

For questions about AAMVA's Government Affairs, please contact Cian Cashin at ccashin@aamva.org

- · Development of NextGen safety standards;
- Air traffic performance analysis;
- Capital planning for FAA facilities and equipment;
- Investment planning and financial analysis;
- · Dispute resolution;
- Audit and evaluation;
- Financial operations, controls, reporting and accountability;
- Most budgeting functions (except those necessary to provide necessary services to offices funded with multi-year appropriations and contract authority);
- · Employee drug testing program;
- Law enforcement assistance support;
- Most administrative support functions not required for support of life and safety "excepted" positions; and
- Congressional liaison services.













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From: communications@aamva.org
Sent: Tuesday, April 25, 2017 1:00 PM

**To:** Tham, Nichole M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

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- · Development of NextGen safety standards;
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From: communications@aamva.org
Sent: Tuesday, April 25, 2017 1:00 PM

**To:** Brosnan, Patrick P (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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From: communications@aamva.org
Sent: Tuesday, April 25, 2017 1:00 PM

To: Arnold, Dana L (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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#### **Government Affairs Questions**

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- · Development of NextGen safety standards;
- Air traffic performance analysis;
- Capital planning for FAA facilities and equipment;
- Investment planning and financial analysis;
- Dispute resolution;
- Audit and evaluation;
- Financial operations, controls, reporting and accountability;
- Most budgeting functions (except those necessary to provide necessary services to offices funded with multi-year appropriations and contract authority);
- Employee drug testing program;
- Law enforcement assistance support;
- Most administrative support functions not required for support of life and safety "excepted" positions; and
- Congressional liaison services.













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From: communications@aamva.org
Sent: Tuesday, April 25, 2017 1:01 PM

To: Hord, Barbara A (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

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# **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

- Development of new air traffic control specialists not certified to work a position;
- Issuance of airmen certificates;
- Approval of exemptions for unmanned aerial systems operations;
- The FAA's aircraft registry will close, delaying deliveries of new aircraft, and stopping the sale of used planes;
- Aviation rulemaking;
- Facility security inspections, evaluations, audits and inspections;
- Routine personnel security background investigations;
- Development, operational testing, and evaluation of NextGen technologies;

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From: communications@aamva.org

Sent: Tuesday, April 25, 2017 1:01 PM

To: Whiteside, Lauren M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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From:communications@aamva.orgSent:Tuesday, April 25, 2017 1:01 PMTo:Greenshields, Coleen M (DOA)Subject:AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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**To:** Hinckle, Analisa T (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

### Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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- Development, operational testing, and evaluation of NextGen technologies;

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#### **Government Affairs Questions**

- · Development of NextGen safety standards;
- Air traffic performance analysis;
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- · Dispute resolution;
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From:communications@aamva.orgSent:Tuesday, April 25, 2017 1:01 PMTo:Chapman, Jason A (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

### Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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#### **Government Affairs Questions**

- · Development of NextGen safety standards;
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**To:** DOA DMV Managers

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

### Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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#### **Government Affairs Questions**

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**To:** OBrien, Audrey K (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

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**To:** Torsen, Janice (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

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To: Nolen, David B (DOA)

AAMVA Legislative & Regulatory Alert **Subject:** 



#### American Association of Motor Vehicle Administrators

#### Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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**To:** Whipple, Jason P (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

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**To:** DOA DMV Managers

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

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- Routine personnel security background investigations;
- Development, operational testing, and evaluation of NextGen technologies;

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#### **Previous Alerts**

To search through all previous AAMVA Legislative and Regulatory alerts, visit the AAMVA Government Affairs page <a href="here">here</a>.

#### **Government Affairs Questions**

- Development of NextGen safety standards;
- Air traffic performance analysis;
- Capital planning for FAA facilities and equipment;
- Investment planning and financial analysis;
- · Dispute resolution;
- Audit and evaluation;
- Financial operations, controls, reporting and accountability;
- Most budgeting functions (except those necessary to provide necessary services to offices funded with multi-year appropriations and contract authority);
- Employee drug testing program;
- Law enforcement assistance support;
- Most administrative support functions not required for support of life and safety "excepted" positions; and
- Congressional liaison services.













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**To:** Peters, Mina L (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

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#### **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

- Development of new air traffic control specialists not certified to work a position;
- Issuance of airmen certificates;
- Approval of exemptions for unmanned aerial systems operations;
- The FAA's aircraft registry will close, delaying deliveries of new aircraft, and stopping the sale of used planes;
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- Facility security inspections, evaluations, audits and inspections;
- · Routine personnel security background investigations;
- Development, operational testing, and evaluation of NextGen technologies;

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#### **Previous Alerts**

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#### **Government Affairs Questions**

- · Development of NextGen safety standards;
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- Capital planning for FAA facilities and equipment;
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- Dispute resolution;
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**To:** Smith, Katie N (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

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#### **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

- Development of new air traffic control specialists not certified to work a position;
- Issuance of airmen certificates;
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#### **Previous Alerts**

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#### **Government Affairs Questions**

- Development of NextGen safety standards;
- Air traffic performance analysis;
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- · Dispute resolution;
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**To:** Tham, Nichole M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

### Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

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#### **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

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#### **Previous Alerts**

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#### **Government Affairs Questions**

- · Development of NextGen safety standards;
- Air traffic performance analysis;
- Capital planning for FAA facilities and equipment;
- Investment planning and financial analysis;
- · Dispute resolution;
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- Congressional liaison services.













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**To:** Johnson, Amy J (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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#### **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

- Development of new air traffic control specialists not certified to work a position;
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#### **Government Affairs Questions**

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- Air traffic performance analysis;
- Capital planning for FAA facilities and equipment;
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From: communications@aamva.org

Sent: Tuesday, April 25, 2017 1:01 PM

To: Olzenak, Brianna M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

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#### **Summary of Suspended Activities**

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#### **Government Affairs Questions**

- · Development of NextGen safety standards;
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From: communications@aamva.org

Sent: Tuesday, April 25, 2017 1:01 PM

To: Valentine, Abbey B N (DOA)

Subject: AAMVA Logislative & Populatory A

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

# Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

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#### **Summary of Suspended Activities**

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#### **Government Affairs Questions**

- · Development of NextGen safety standards;
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From: communications@aamva.org

Sent: Tuesday, April 25, 2017 1:01 PM

To: Thompson, Marla R (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



#### American Association of Motor Vehicle Administrators

### Office of Management and Budget Provides Contingency Plans in Event of Government Shutdown

The White House Office of Management and Budget (OMB) has compiled a listing of contingency plans directing federal agencies in the event of a potential government shutdown. Current funding is scheduled to lapse at midnight on Friday, April 28<sup>th</sup> after expiration of the previous fiscal 2017 continuing resolution (P.L. 114-254). OMB cites the Department of Transportation contingency plan as the same plan issued in December of 2016. AAMVA has reached out to its federal partners to ensure federal systems will continue to operate normally in the event of a federal government shutdown.

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#### **Summary of Suspended Activities**

The DOT contingency plan provides the following as a summary of suspended activities should a government agency shutdown occur:

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From: NmvtisReports@aamva.org

Sent: Wednesday, April 26, 2017 3:17 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170425.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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# Duplicate Vin Report ALASKA (AK) for 4/25/2017

Environment:

120/2017

Р

Page: 1

Duplicate VINs Created By ALASKA
No Duplicates Created on 4/25/2017

From: NmvtisReports@aamva.org

Sent: Wednesday, April 26, 2017 3:21 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170425.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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### Daily Suspense Report

Run Date:

4/26/2017

Page: 1

4/25/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: OperationsHelpDeskAll@aamva.org
Sent: Wednesday, April 26, 2017 4:06 AM

**To:** DOA DMV IT notices; Peters, Mina L (DOA)

**Cc:** OperationsHelpDeskAll@aamva.org; NCS2Support@aamva.org;

UniHelpDesk@aamva.org; NetworkServicesAll@aamva.org; helpdesk@aamva.org

Subject: AK Event 12 Alert [NCS-ASH-PROD] (Primary Connection)

Importance: High

Alaska. Your connection to the NCS application has disconnected abnormally. This disconnection was not initiated by AAMVA and only affects your site. Please check your system logs (UNI and/or Network and Firewall) to identify what initiated this disconnection and reestablish your connectivity. Please provide AAMVA detailed information on the cause of this loss of connectivity.

AAMVA is also checking all dedicated resources. If it is determined that the cause of the problem is at any of AAMVA's dedicated resources we will let you know.

For UNI users, if you cannot determine the cause then please send the UNI IP log to UniHelpDesk@aamva.org.

UNI IP Log for CICS is the TCPM (TCPDATA) CICS System log.

UNI IP Log for IMS is the UNI Error Log.

UNI IP Log for Windows today's status log (UNI40\Data\Log).

UNI IP Log for UNIX is the UNISES files in \$UNI\_DATA/uni/UNISES\*

#### Connection Terminated

Instance ID: 1

LogTime : 04/26/2017 08:00:15:2070

Operations HelpDesk Voice: 1-888-AAMVA80

Email: OperationsHelpDeskAll@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 5:30 AM

**To:** Brosnan, Patrick P (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

#### **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by June 7<sup>th</sup>, 2017, and plan to send your file to NDR no later than June 14<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR Operations@dot.gov<mailto:NDR Operations@dot.gov.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 5:31 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

### **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

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From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 5:31 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

### **PDPS Participants:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 5:31 AM

**To:** Peters, Mina L (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

### **PDPS Participants:**

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From: CSTIMS <cstims\_support@aamva.org>
Sent: Wednesday, April 26, 2017 5:47 AM

**To:** Tham, Nichole M (DOA)

**Subject:** AK CSTIMS: Message from Support web page ISSUE=1953 PROJ=47

**Attachments:** image001\_20170421150312\_440074.jpg; image001\_20170421153508\_523664.jpg

When replying, type your text above this line.

## **Notification of Ticket Registration**

**Ticket:** AK CSTIMS: Message from Support web page

**Ticket Number:**1953

**Status:**Assigned **Date:** 04/26/2017 **Time:** 09:47:08 **Created By:**John Landrum

#### Comment:

Entered on 04/26/2017 at 09:47:08 EDT (GMT-0400) by John Landrum: \*\*This Issue was moved from Workspace External Production\*\*

Entered on 04/21/2017 at 15:35:11 EDT (GMT-0400) by Nichole Tham: Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

[cid:2B9B7AC4-7129-4883-AB35-2F65A4EA927F@gci.net]

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Entered on 04/21/2017 at 15:31:30 EDT (GMT-0400) by Daniel Gomez: Nichole,

We will contact someone from the CSTIMS team and have them follow up on your issue.

#### Kind Regards,

**Dan Gomez** | Senior Operation Analyst, Operational Support | AAMVA | 4401 Wilson Blvd, Suite 700, Arlington, VA 22203 | Help Desk 888.226.8280 Opt 1 | helpdesk@aamva.org | www.aamva.org

Entered on 04/21/2017 at 15:03:15 EDT (GMT-0400) by Nichole Tham: Good afternoon,

I need to update Alaska DMV user access in CSTIMS. Could you please direct me to the appropriate contact?

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

[cid:2B9B7AC4-7129-4883-AB35-2F65A4EA927F@gci.net]

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Current Assignees: CSTIMS, Naresh Rao, Tamanna Haque

CC(s):

DMV00014534





From: AAMVA Help Desk <helpdesk@aamva.org>
Sent: Wednesday, April 26, 2017 5:47 AM

**To:** Tham, Nichole M (DOA)

**Subject:** AK CSTIMS: Message from Support web page ISSUE=162258 PROJ=11

**Attachments:** image001\_20170421150312\_440074.jpg; image001\_20170421153508\_523664.jpg

When replying, type your text above this line.

### **Notification of Ticket Change**

Your request has been completed and the request is now closed.

If you have any questions or concerns, please contact the AAMVA Operations Department by replying to this email,

or by calling 1-888-226-8280 option 1.

Thank you for contacting the AAMVA Operations Help Desk. **Ticket:** AK CSTIMS: Message from Support web page

Ticket Number: 162258

**Status:** Closed **Date:** 04/26/2017 **Time:** 09:47:10 **Creation Date:**04/21/2017

Creation Time:15:03:15 Created By: nichole.tham@alaska.gov

#### Comment:

Moved to CSTIMS as Issue #1953 by John Landrum

Current Assignees: Tamanna Haque, Ops Help Desk, Daniel Gomez, Web Apps, Greg McNally

CC(s):

#### **Ticket Information:**

**Type:** Request **Subtype:** Set Up / Configuration

Category: Application Subcategory: Web Apps

**Component:**CSTIMS

Ticket last edited by John Landrum





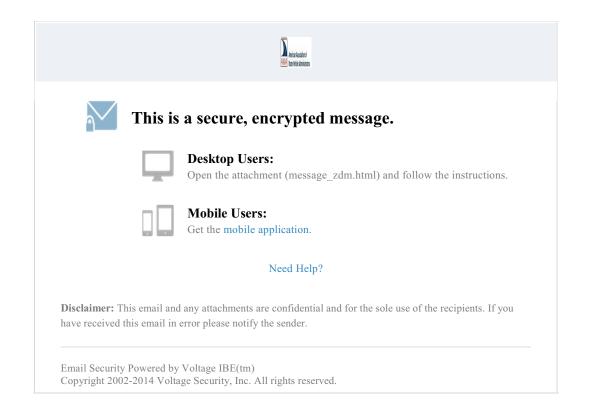
From: Castillo, Oscar < OCastillo@aamva.org>
Sent: Wednesday, April 26, 2017 7:05 AM

To: Peters, Mina L (DOA); Tham, Nichole M (DOA); Whiteside, Lauren M (DOA); OBrien,

Audrey K (DOA); Olzenak, Brianna M (DOA)

**Subject:** AK- Weekly Suspense Report

Attachments: message\_zdm.html



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If you do not see or cannot click / tap the Click to Read Message button:

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zdm@vsn.voltage.com and check your inbox for a link to view it.

Mobile Users: Install the mobile application.

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From: Castillo, Oscar < OCastillo@aamva.org>
Sent: Wednesday, April 26, 2017 7:16 AM

To: Peters, Mina L (DOA); Tham, Nichole M (DOA); Whiteside, Lauren M (DOA); OBrien,

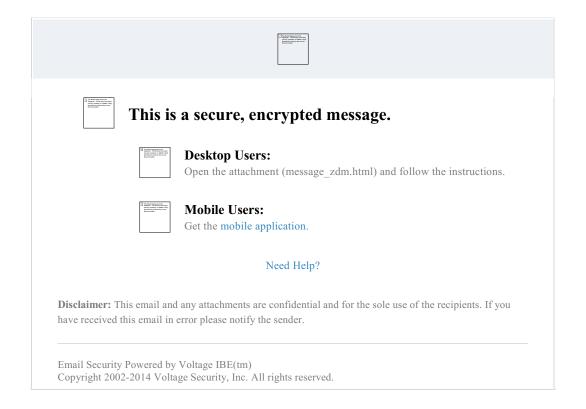
Audrey K (DOA); Olzenak, Brianna M (DOA)

Cc: wendy.cunningham@dot.gov; Carlos Dequina; Lewellyn, Tracey (DOT sponsored);

Laura.Edwards@dot.gov; Brodie, Brenda (FMCSA)

**Subject:** AK- Weekly Suspense Report

Attachments: message\_zdm.html



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From: CSTIMS <cstims\_support@aamva.org>
Sent: Wednesday, April 26, 2017 11:41 AM

**To:** Tham, Nichole M (DOA)

**Subject:** AK CSTIMS: Message from Support web page ISSUE=1953 PROJ=47

When replying, type your text above this line.

#### **Notification of Issue Change**

**Issue:** AK CSTIMS: Message from Support web page

**Issue Number:**1953

Status: Assigned Date: 04/26/2017
Time: 15:40:50 Creation Date:04/26/2017
Creation Time:09:47:09 Created By: John Landrum

#### Comment:

Entered on 04/26/2017 at 15:40:50 EDT (GMT-0400) by Tamanna Haque: Good afternoon Nichole,

Which user access did you need assistance in updating?

Thanks, Tamanna Haque CSTIMS/ROOSTR

Entered on 04/26/2017 at 09:47:08 EDT (GMT-0400) by John Landrum: \*\*This Issue was moved from Workspace External Production\*\*

Entered on 04/21/2017 at 15:35:11 EDT (GMT-0400) by Nichole Tham: Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

[cid:2B9B7AC4-7129-4883-AB35-2F65A4EA927F@gci.net]

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We will contact someone from the CSTIMS team and have them follow up on your issue.

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### Kind Regards,

**Dan Gomez** | Senior Operation Analyst, Operational Support | AAMVA | 4401 Wilson Blvd, Suite 700, Arlington, VA 22203 | Help Desk 888.226.8280 Opt 1 | <a href="mailto:helpdesk@aamva.org">helpdesk@aamva.org</a> | <a href="mailto:www.aamva.org">www.aamva.org</a> | <a href="mailto:www.aamva.org">www.aamva.org</a>

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Current Assignees: CSTIMS, Tamanna Haque

CC(s):

**Sent:** Wednesday, April 26, 2017 12:06 PM

**To:** Tham, Nichole M (DOA)

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**Tuesday, May 16, 2017** 2:00 - 3:00 pm

## NMVTIS State Web Interface (SWI)-How to Correct Title and Brand Data on the Central Site

**Tuesday, May 23, 2017** 2:00 - 3:00 pm (ET)

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From Feburary 23

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**Sent:** Wednesday, April 26, 2017 12:06 PM

To: Moore, Carmen M (DOA)

**Subject:** AAMVA Webinars-Register Now



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**Tuesday, May 16, 2017** 2:00 - 3:00 pm

## NMVTIS State Web Interface (SWI)-How to Correct Title and Brand Data on the Central Site

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**To:** Peters, Mina L (DOA)

**Subject:** AAMVA Webinars-Register Now



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Sent: Wednesday, April 26, 2017 12:06 PM

**To:** Whipple, Jason P (DOA)

**Subject:** AAMVA Webinars-Register Now



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**To:** Tham, Nichole M (DOA)

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**From:** Greenshields, Coleen M (DOA) **Sent:** Wednesday, April 26, 2017 12:07 PM

To: webinars@aamva.org

**Subject:** Automatic reply: AAMVA Webinars-Register Now

I am out of the office on 4/26/17. I will respond to your email tomorrow.

Thank you.

Sent: Wednesday, April 26, 2017 12:07 PM

**To:** Olzenak, Brianna M (DOA) **Subject:** AAMVA Webinars-Register Now



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**To:** Thompson, Marla R (DOA) **Subject:** AAMVA Webinars-Register Now



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**To:** Valentine, Abbey B N (DOA) **Subject:** AAMVA Webinars-Register Now



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Prior, Sheila <sprior@aamva.org> From: Sent: Wednesday, April 26, 2017 12:48 PM

To: Thompson, Marla R (DOA); William Duran (william.duran@state.nm.us)

Subject:

High Importance:

Hi,

We're trying to finalize the program for print and are still missing a headshot of Will. Would you be soooo kind as to send one?

Thanks!

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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From: Prior, Sheila <sprior@aamva.org>
Sent: Wednesday, April 26, 2017 12:48 PM

**To:** Thompson, Marla R (DOA); William Duran (william.duran@state.nm.us)

**Subject:** Recall: Picture

Prior, Sheila would like to recall the message, "Picture".

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:02 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:03 PM

To: Nolen, David B (DOA)

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:03 PM

**To:** Brosnan, Patrick P (DOA)

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:03 PM

**To:** DOA DMV IT notices

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:04 PM

**To:** DOA DMV Managers

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:04 PM

**To:** Peters, Mina L (DOA)

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

From: Peters, Mina L (DOA)

Sent: Wednesday, April 26, 2017 1:30 PM

To: Leonardo, Debra L (DOA); Smith, Katie N (DOA)

Cc: Brosnan, Patrick P (DOA); Nolen, David B (DOA); Creighton, Susan; Chaudhry, Amir;

Garber, Casey

**Subject:** Need to schedule a NMVTIS meeting

#### Good afternoon,

Today we had our weekly NMVTIS New ALVIN planning meeting. AAMVA still had some follow-up questions and concerns from the questionnaire, but many of them were procedural and we were unable to address them.

We need to schedule a meeting with AAMVA and representatives from the business side of things. It would be helpful for both Debra and Katie to be involved in the conversation, but we need at least one of you or someone else who can speak for business users. We need to have this discussion ASAP, so please try and let us know today which of these date/times are available for you.

Possible date/times per AAMVA availability:

April 27: 12:00pm Alaska time May 2: 12:30pm Alaska time May 4: 10:00am Alaska time May 4: 12:00pm Alaska time

Thank you!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov





From: Peters, Mina L (DOA)

Sent: Wednesday, April 26, 2017 1:31 PM

To: Leonardo, Debra L (DOA); Smith, Katie N (DOA)

Cc: Brosnan, Patrick P (DOA); Nolen, David B (DOA); Creighton, Susan; Chaudhry, Amir;

Garber, Casey

**Subject:** Need to schedule a NMVTIS meeting

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Possible date/times per AAMVA availability:

April 27: 12:00pm Alaska time May 2: 12:30pm Alaska time May 4: 10:00am Alaska time May 4: 12:00pm Alaska time

Thank you!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov





From: Garber, Casey <CGarber@aamva.org>
Sent: Wednesday, April 26, 2017 1:31 PM

To: Peters, Mina L (DOA)

**Subject:** Automatic reply: Need to schedule a NMVTIS meeting

I am currently out of the office until April 24, 2017.

Thank you.

CG

Casey Garber, Manager, Vehicle Programs | AAMVA | 4401 Wilson Blvd., Suite 700, Arlington, VA 22203 | P: (573) 395-3202 | E: cgarber@aamva.org

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From: Dluzynski, Janice < JDluzynski@aamva.org> Sent:

To:

Wednesday, April 26, 2017 1:33 PM Anna.Sledge@alea.alabama.gov; Tham, Nichole M (DOA); twalters@azdot.gov; monty.pride@asp.arkansas.gov; Marina.Smith@dmv.ca.gov; kim.tovar@dmv.ca.gov; jwoodward@dmv.ca.gov; marco.vazzano@state.co.us; sarah.werner@state.co.us; michael.bzdyra@ct.gov; scott.vien@state.de.us; smoore3@dds.ga.gov; alton.roane@dor.ga.gov; pko@honolulu.gov; saadolf@bmv.in.gov; glenn.anness@icbc.com; mark.lowe@iowadot.us; melissa.spiegel@iowadot.us; shelly.bartron@ks.gov; Julie.Earnest@ks.gov; kent.selk@ks.gov; matthew.cole@ky.gov; rick.taylor@ky.gov; Jo Carol Roberts; Patty Morneault; dburns@mpi.mb.ca; nharry1 @mdot.state.md.us; carpenterm1@michigan.gov; longk1@michigan.gov; joan.kopcinski@state.mn.us; kbrown@dps.ms.gov; crystal.judge@dor.mo.gov; Brad.Brester@dor.mo.gov; msnowberger@mt.gov; sara.orourke@nebraska.gov; jhurin@dmv.nv.gov; Raymond Martinez; Robert.porreca@mvc.nj.gov; AliciaC.Ortiz@state.nm.us; theresa.egan@dmv.ny.gov; alandoody@gov.nl.ca; tlbucholtz@ncdot.gov; bsmith25@ncdot.gov; tspence@ncdot.gov; gjackson@nd.gov;

Steve\_loutitt@gov.nt.ca; lgee@gov.nu.ca; gedwards@dps.ohio.gov; jferguson@dps.ohio.gov; jeff.hankins@dps.ok.gov; Maryanne.Cirillo@ontario.ca; david.silva@ontario.ca; Heidi Francis; Bryce.A.MCKENNA@ODOT.state.or.us; glminer@gov.pe.ca; Lisa.Antonaccio@dmv.ri.gov; Clare.Sedlock@dmv.ri.gov; scrighton@sgi.sk.ca; sdelmaire@sgi.sk.ca; jlavallee@sgi.sk.ca; Darcy.bly@gov.ab.ca; harold.blaney@saaq.gouv.qc.ca; Peggy.Fouty@SCDMV.net; annie.phelps@scdmv.net;

Jane Schrank; larry.godwin@tn.gov; michael.hogan@tn.gov; edwin.mimms@tn.gov;

Ron.coleman@dps.texas.gov; sheri.gipson@dps.texas.gov; Mimzie.Dennis@dps.texas.gov; Janie.sawatsky@dps.texas.gov;

Christopher.Sawyer@dps.texas.gov; Heather.Strawn@dps.texas.gov; nleavitt@utah.gov; ccaras@utah.gov; Grim, Karen; kmathis@dol.wa.gov; Robert.Combs@dot.wi.gov;

tracy.bendera@gov.yk.ca

Subject: AAMVA Survey Request - District of Columbia is seeking information on mobile DMV

programs

Please respond to this survey from the District of Columbia. The jurisdictions that have already responded are listed after the survey.

Mobile DMV Program (Ends 05/22/2017) Responses received from FL, ID, IL, LA, NH, PA, VT.

District of Columbia appreciates your response. Please let me know if you have any questions about using the survey tool.

Thank you.

Janice Dluzynski | American Association of Motor Vehicle Administrators (703) 908-5842 | jdluzynski@aamva.org

Note: All open surveys and survey responses can be accessed by going to www.aamva.org and clicking on the Solutions & Best Practices tab on the navigation bar or the New Surveys tab in the box on the left side of the screen.

From: Nolen, David B (DOA)

Sent: Wednesday, April 26, 2017 1:58 PM

**To:** Peters, Mina L (DOA); Leonardo, Debra L (DOA); Smith, Katie N (DOA) **Cc:** Brosnan, Patrick P (DOA); Creighton, Susan; Chaudhry, Amir; Garber, Casey

**Subject:** RE: Need to schedule a NMVTIS meeting

Any of those time are good for me

David B. Nolen, AP V

State of Alaska

**Division of Motor Vehicles** 

(907) 269-5588

From: Peters, Mina L (DOA)

Sent: Wednesday, April 26, 2017 1:31 PM

To: Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Smith, Katie N (DOA)

<katie.smith@alaska.gov>

**Cc:** Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Creighton, Susan <screighton@aamva.org>; Chaudhry, Amir

<a href="mailto:</a> <a href="mailto:AChaudhry@aamva.org">AChaudhry@aamva.org</a>; Garber, Casey <CGarber@aamva.org>

Subject: Need to schedule a NMVTIS meeting

Good afternoon,

Today we had our weekly NMVTIS New ALVIN planning meeting. AAMVA still had some follow-up questions and concerns from the questionnaire, but many of them were procedural and we were unable to address them.

We need to schedule a meeting with AAMVA and representatives from the business side of things. It would be helpful for both Debra and Katie to be involved in the conversation, but we need at least one

of you or someone else who can speak for business users. We need to have this discussion ASAP, so please try and let us know today which of these date/times are available for you.

Possible date/times per AAMVA availability:
April 27: 12:00pm Alaska time
May 2 : 12:30pm Alaska time
May 4: 10:00am Alaska time
May 4: 12:00pm Alaska time
Thank you!
Regards,
Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov

# My DINV Faster, friendlier, more accessible.



From: Garber, Casey <CGarber@aamva.org>
Sent: Wednesday, April 26, 2017 1:59 PM

**To:** Nolen, David B (DOA)

**Subject:** Automatic reply: Need to schedule a NMVTIS meeting

I am currently out of the office until April 24, 2017.

Thank you.

CG

Casey Garber, Manager, Vehicle Programs | AAMVA | 4401 Wilson Blvd., Suite 700, Arlington, VA 22203 | P: (573) 395-3202 | E: cgarber@aamva.org

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From: Smith, Katie N (DOA)

Sent: Wednesday, April 26, 2017 2:34 PM

**To:** Peters, Mina L (DOA); Leonardo, Debra L (DOA)

Cc: Brosnan, Patrick P (DOA); Nolen, David B (DOA); Creighton, Susan; Chaudhry, Amir;

Garber, Casey

**Subject:** RE: Need to schedule a NMVTIS meeting

# Anytime is good with me.

From: Peters, Mina L (DOA)

Sent: Wednesday, April 26, 2017 1:31 PM

To: Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Smith, Katie N (DOA) <katie.smith@alaska.gov> Cc: Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>; Nolen, David B (DOA) <david.nolen@alaska.gov>;

Creighton, Susan <screighton@aamva.org>; Chaudhry, Amir <AChaudhry@aamva.org>; Garber, Casey

<CGarber@aamva.org>

Subject: Need to schedule a NMVTIS meeting

Good afternoon,

Today we had our weekly NMVTIS New ALVIN planning meeting. AAMVA still had some follow-up questions and concerns from the questionnaire, but many of them were procedural and we were unable to address them.

We need to schedule a meeting with AAMVA and representatives from the business side of things. It would be helpful for both Debra and Katie to be involved in the conversation, but we need at least one of you or someone else who can speak for business users. We need to have this discussion ASAP, so please try and let us know today which of these date/times are available for you.

Possible date/times per AAMVA availability:

April 27: 12:00pm Alaska time May 2: 12:30pm Alaska time May 4: 10:00am Alaska time May 4: 12:00pm Alaska time

Thank you!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov





From: Garber, Casey <CGarber@aamva.org>
Sent: Wednesday, April 26, 2017 2:34 PM

To: Smith, Katie N (DOA)

**Subject:** Automatic reply: Need to schedule a NMVTIS meeting

I am currently out of the office until April 24, 2017.

Thank you.

CG

Casey Garber, Manager, Vehicle Programs | AAMVA | 4401 Wilson Blvd., Suite 700, Arlington, VA 22203 | P: (573) 395-3202 | E: cgarber@aamva.org

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From: Prior, Sheila <sprior@aamva.org> Sent: Wednesday, April 26, 2017 2:57 PM

To: Thompson, Marla R (DOA)

**Subject:** RE: Hello

Marla,

I've checked with various folks who I thought may have the answer, but unfortunately our record keeping apparently leaves something to be desired. We do not have a specific date that Alaska joined the Association.

I can tell you that AAMVA has been around longer than Alaska has been a state, so our logical assumption is that you joined shortly after becoming a state.

Sorry I can't be more helpful! Good luck!

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260 O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

# Have you been MOVE'd?

For up-to-date content visit the online version of AAMVA's award-winning magazine.



Please consider the environment before printing this e-mail

From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Tuesday, April 25, 2017 10:36 AM To: Prior, Sheila <sprior@aamva.org>

Subject: Hello

Do you happen to know when Alaska became a member of AAMVA? We are trying to get a few responses back for a representative.

Thanks!

Marla Thompson **Director, Division of Motor Vehicles** State of Alaska 907-269-5574

From: Creighton, Susan <screighton@aamva.org>

Sent: Wednesday, April 26, 2017 3:23 PM

To: Nolen, David B (DOA); Peters, Mina L (DOA); Anderson, Patrick (DOA sponsored);

Pressley, Dillon (DOA sponsored)

Cc: Chaudhry, Amir; Garber, Casey; Cameron, Vivienne

**Subject:** AK - NMVTIS Re-write AMIE Online Updates/Inquiries Meeting Minutes

**Attachments:** AK Meeting Minutes 20170426.docx

Hi AK,

Attached are the minutes for today's meeting. Please let me know if I missed or misstated anything.

Please don't hesitate to let me know if you have questions.

Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

# Be part of the solution.

Help protect states and consumers from vehicle fraud and unsafe vehicles; get information from the National Motor Vehicle Title Information System.

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# MEETING AGENDA and MINUTES ALASKA – STATUS MEETING

**Date of Meeting:** 4/26/2017

Minutes Prepared By: Susan Creighton

Location: Conference Call – (888) 390-7016 pass code 1509728

Jaguar Conference Room Time: 4:30 PM – 5:30 PM ET

# 1. Purpose of Meeting (prepare and distribute in advance of meeting)

Discuss status of NMVTIS implementation re-write for AMIE integrated online updates and inquiries with initial load. Tentative implementation is set for early December 2017.

2. Attendance at M	eeting (add rows as necessary)		
Name	Department/Division	Invitee	Attended
Mina Peters	Alaska	V	V
David Nolen	Alaska	√	V
Dillon Pressley	Alaska – Resource Data	√	V
Patrick Anderson	Alaska – Resource Data	V	V
Casey Garber	AAMVA, Business Solutions	V	
Susan Creighton	AAMVA, Lead Systems Analyst	√	V
Amir Chaudhry	AAMVA, Lead Systems Analyst	V	V

# 3. Meeting Agenda (prepare and distribute in advance of meeting)

- Casual Testing
- Questionnaires
- Next Steps
- Questions & Concerns

# 4. Meeting Notes, Decisions, Issues

AK is still in the process of casual testing. They are testing the unsolicited messages and are ready for AAMVA to re-execute. Susan will execute and let Dillon know.

AK sent updates to the questionnaires based on AAMVA's questions/comments. Discussed the answers and follow-on questions and attempted to answer but AK indicated they need their business resource. AK's business resource is not able to attend the weekly meetings so we will set up a special meeting to include their business resource so that the following questions can be answered.

**BUSINESS QUESTIONNAIRE:** 

Page	1	of	4



For Question #62 AK answered: If an Alaskan vehicle moves out of state AND we get a notice from NMVTIS, then we create a status message for the vehicle for foreign transfer and the state the vehicle changed to is part of the message. Ex. message type is F (foreign transfer) and message is NMVTIS – TRANSFER TO WA and then the date of the message is the date we get the NMVTIS notification. If we receive notification that the change state of title is removed and we are now the state of title, the previously mentioned status message is removed.

Does the status message update the title status? No a flag is set.

When this happens the Title Status that is sent in an unsolicited message should be an inactive status. AAMVA will be checking that the title status that is sent in response to unsolicited messages as a part of the structured testing.

# TEST QUESTIONNAIRE:

For Question #12 AK indicated they do not plan to perform inquiry prior to updates that UNDO (remove) records. It is NMVTIS best practice to perform inquiry prior to any update including UNDO.

AK indicated they will instruct their titling clerks to perform the inquiry prior to performing any UNDO transactions. Checks will be performed during the structured testing that will look for the inquiry before the UNDO.

For Question #28 AK answered: There are no automatic stops in place if the title and NMVTIS data does not match. There are instances where this would be counterproductive – for example, when taking in a title from a state that is a non-participating NMVTIS user.

Some states have set up processes that use a table or configuration file that has the non-participating states so that their automatic processes know what to do for them and when the state joins NMVTIS they remove that state from the table/configuration file.

For Question #29 AK answered: The message displayed to the clerk for manual processing contains the state of record for the most recent title issued, the title number and date of issue.

What about brands, odometer reading discrepancies or even make/model year discrepancies? It is important to check all the NMVTIS pointer data and AAMVA recommends checking the state detail data as well. In AK given that there are no automatic stops and the clerk is responsible for making the decision as to whether to title it is even more important that all information is displayed. What if there is a brand on NMVTIS that is not on the title being presented. This could mean the title has been washed.

Went over questions 55 - 59 that were missed on the Test questionnaire below:

55. Please describe all reasons/scenarios under which you may delete/undo a title from the NMVTIS VIN pointer file. (Records should only be deleted from NMVTIS if they were titled in error)

Updated wrong vehicle to begin with

Title got physically spoiled while printing

Customer notices an error before it left the DMV

Please provide any missed here

56. Does owner name/ address correction result in a change to either title issue date or title number? New title issue date (*yes or no*) yes

New Title number (yes or no) yes

57. Does correction to lien info result in either new title issue date and or title number New title issue date (*yes or no*) yes

New Title number (yes or no) yes

58. Which branding events are performed outside of titling event? None

Page 2 of 4



59. When the odometer reading is not known, what value do you store in the odometer field on your DB and what do you print on the title document

Odometer Value	Stored on DB	Printed on Title
Zeros	Zero	Zeros
UNKNOWN	Null	UNK
Numeric value	Numeric Value	Numeric Value

AK indicated they do not have any zeros in their odometer reading. If there were an odometer reading of zeros then the word UNKNOWN should be sent to NMVTIS instead of zeros

#### Additional Questions:

I noticed that you are currently set up to use the DV Set Purge Indicator but you show on your questionnaire that you do not archive or purge records. Your Test questionnaire shows you plan to send 0-2 DV transactions per day from your helpdesk.

AK does not purge or archive any records. On rare occasions someone messes up a title record so bad that it has to be deleted. In this situation AK sets the purge indicator on that record.

When performing the used vehicle inquiry (IU) which of the of the following do you plan to use:

VIN only

VIN/SOT/TITLE NUMBER

SOT/TITLE NUMBER

AAMVA recommends that as an automatic inquiry that you use the VIN/SOT/TITLE NUMBER in your inquiry as that will return the data specific to the title you are working on and if it does not find the combination it will automatically perform the VIN only search which will return all.

Is your helpdesk application standalone?

AAMVA has started working on the online test case plan but cannot do much of the plan until the questions above are clarified. Although the Questionnaires were received late and we still need to get the above answered AAMVA will try to be ready to begin structured testing on 5/8 as AK originally requested but this is dependent on getting those questions answered promptly. We are setting up a special meeting that will occur in the next few days to answer these.

We will have the special meeting with AK business resources instead of next Wednesday's normal meeting. AK is checking on when their business resources are available.

# **NEXT STEPS:**

Get the outstanding questionnaire questions answered

Susan to finish the Online Test Case Plan

Meeting to Review Online Test Case Plan

5. Action Items (add rows as necessary)			
Action	Assigned to	Due Date	Status
Respond to AAMVA questions on Business Questionnaire	AK	4/14/2017	Complete
Respond to AAMVA questions on Test Questionnaire	AK	4/14/2017	Complete
Execute unsolicited messages	AAMVA	TBD	Open

Page 3 of 4



6. Issues Identified (add rows as necessary; issues are unplanned items of impact that require action)				
Issues	Owner	Due Date	Status	
•				

7. Next	Meeting	I				
Date: (MM/L	DD/CCYY)	TBD Time: 4:30 pm – 5:30 pm ET Location: Jaguar Conference Room				
Agenda:	Will be Sent out Prior to Meeting					

Page 4 of 4

From: Thompson, Marla R (DOA)

Sent: Wednesday, April 26, 2017 3:57 PM

**To:** Prior, Sheila **Subject:** FW: Gender

Hi, We did some research and I can speak to the Gender issue.

Thanks, Marla

From: Tham, Nichole M (DOA)

Sent: Wednesday, April 26, 2017 3:43 PM

To: Thompson, Marla R (DOA) <marla.thompson@alaska.gov>

Subject: FW: Gender

Hi Marla,

Does the summary Jayson prepared meet your needs? If not, let me know what more you need.

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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**From:** Whiteside, Jayson O (DOA) **Sent:** Tuesday, April 25, 2017 3:29 PM

To: Tham, Nichole M (DOA) < <u>nichole.tham@alaska.gov</u>>

Subject: RE: Gender

Hi Nichole,

In essence, the case originated because DMV relied upon an SOP that did not have specific regulatory authority to back it up. In this particular case, K.L. applied for a license renewal where a name change and a change on the gender identifier took place. DMV issued the license and then later recalled it after realizing there was no documentation to support the gender change (which SOP required, at that time). K.L. then applied for an administrative hearing to contest the cancellation action, where after the hearing the DMV concluded that the SOP relied upon was a regulation that was not promulgated in accordance with the Administrative Procedure Act of AS 44.62. Therefore, the DMV could not rely on certain parts of SOP (specifically D-24) and had no authority to change the sex on K.L.'s license. The hearing officer found

that since DMV didn't have the authority to change the gender on the license, the license was issued in error and the cancellation statute applied. K.L.'s license was cancelled and she appealed the decision.

DMV at this point did not have any regulatory or statutory authority to change the sex on a license. The Courts found, on appeal, that the hearing officer was correct in finding the license was issued in error due to the lack of authority to change the gender on K.L.'s license. However, the absence of any regulation allowing licensees to change the sex designation on their driver's license impermissibly infringes on a constitutionally-protected zone of privacy. Having concluded that the DMV's scheme impermissibly interfered with K.L.'s right to privacy, the DMV was ordered to adopt a new regulation, in accordance with the safeguards provided by the APA, and provided a procedure allowing licensees to change the sex designation on their driver's license.

DMV shortly thereafter introduced regulation changes to 2 AAC 90.480 and 90.880 which provided language specific to the requirements before changing the "physical description" on a license or identification card. This regulation became effective August 11, 2012.

JW

# Jayson Whiteside

Hearing Officer Phone: (907) 269-3770 Fax: (907) 269-3774

From: Tham, Nichole M (DOA)

Sent: Tuesday, April 25, 2017 11:14 AM

To: Whiteside, Jayson O (DOA) < jayson.whiteside@alaska.gov >

Subject: FW: Gender

Hi Jayson,

Here's a small project that trumps the law library visit. Do you already know about this or would you need to look at the file? I think a one page summary of the main points is sufficient.

Let me know,

Nichole Tham
Driver Services Manager
907-269-3775 voice
907-269-3774 fax



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From: Thompson, Marla R (DOA)

Sent: Thursday, April 20, 2017 10:47 AM

Subject: RE: Gender

# Sure! That would be great!

From: Tham, Nichole M (DOA)

Sent: Thursday, April 20, 2017 10:43 AM

To: Thompson, Marla R (DOA) <<u>marla.thompson@alaska.gov</u>>

Cc: Johnson, Amy J (DOA) < amy.johnson1@alaska.gov >

Subject: RE: Gender

Short answer-yes, gender can be changed with certain documentation. The current process was a result of the outcome of the case. I can have an overview ready by the end of next week, if that is soon enough?

Nichole Tham
Driver Services Manager
907-269-3775 voice
907-269-3774 fax



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From: Thompson, Marla R (DOA)

Sent: Thursday, April 20, 2017 10:18 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov > Cc: Johnson, Amy J (DOA) < amy.johnson1@alaska.gov >

Subject: Gender

Hi I'm going to AAMVA event in May and they are asking about this case and the effect on our agency. Any comments? I looked at the SOP and we do change the gender based on the documentation they provide?

K.L., Appellant, v. STATE of Alaska, DEPARTMENT OF ADMINISTRATION, DIVISION OF MOTOR VEHICLES, Appellee.

March 12, 2012.

Background: Male-to-female transgendered person appealed the decision of an Administrative Hearing Officer (AHO) which found, inter alia, that the Department of Administration, Division of Motor Vehicles (DMV) lacked the authority to change the sex designation on a driver's license.

Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574



From: Dsa, Pamela <pdsa@aamva.org>
Sent: Wednesday, April 26, 2017 8:43 PM

To: Russell Casler; 'Beers, Kami (DelDOT)'; 'Murphy, Erin (DMV)'; JoLynn Peck; 'Gutshall,

Camdon (DMV)'; 'Yssel, Stefan (DMV)'; 'McJannet, Patrick'; 'Anthony, Amy (DelDOT)'; Peters, Mina L (DOA); 'Rowland, Robert (DOT)'; 'Gonzales - DOR, Justine'; 'Birchman, David J DMV'; 'joshua.m.jones@odot.state.or.us'; 'karin.poitras@dmv.ny.gov'; Beverly Pellen; 'Frey, Andrew'; 'Bartelt, Katherine - DOT'; Valentine, Abbey B N (DOA); 'Pazynski,

Steven - DOT'

Cc: 'Poitras, Karin (DMV)'; 'JONES Joshua M'; 'Gilmore, Brian W.@DMV'; 'Shelton III, Garfield

H.@DMV'; 'Howard, Nakisha G.@DMV'; 'Traficante, Wayne (DMV)'; 'Wheaton, Tracey

(DMV)'; Barclay, Jennifer R.@DMV; Paradise, Karen (DMV); Long, Robin (DMV)

**Subject:** CDLIS Representative on the State-to-State (S2S) Governance Committee

Importance: High

Dear members of the CDLIS Working Group,

The S2S Governance Committee (GC) is looking for a volunteer to serve as the CDLIS Representative. This position is a non-voting position.

The S2S GC is responsible for providing high-level oversight and policy development for S2S. They perform outreach to other states as well as the on-boarding of new states. The S2S GC monitors the financial condition and needs of S2S. They discuss and make recommendations in regard to S2S operational matters. These matters may include the need for functional S2S changes and technology upgrades. The S2S Governance Committee meets once a month via conference calls.

If you are interested in volunteering for this position please let me know by close of business on Monday. I will need a brief summary of your background, and why you are interested in volunteering for this position.

Thank you.

Pam

# Pamela Dsa, PMP, CSQA

Sr. Project Director I AAMVA I <u>pdsa@aamva.org</u> 4401 Wilson Blvd, Ste. 700, Arlington, VA. 22203 T: 703-908-2952/ F: 703-908-2868/ BB: 571-435-0165 www.aamva.org

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			2			
			2			

From: NmvtisReports@aamva.org
Sent: Thursday, April 27, 2017 3:07 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170426.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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# Duplicate Vin Report ALASKA (AK)

for 4/26/2017

1

Page: 1

Duplicate VINs Created By ALASKA

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: 4H4985 (Number Of Duplicate Titles:2)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	4н4985	ALASKA	5081640	AMC /1966	4/26/2017	4/26/2017	Interactive CSOT
History #1	4H4985	ILLINOIS	16166692751	AMCE/1966	6/14/2016	6/15/2016	Batch Add of Title
Current	4H4985	MISSOURI	TWE36278	AMC /1966	10/5/2010	10/7/2010	Batch Modify of Title
History #1	4H4985	MISSOURI	TPE58616	AMC /1966	8/5/2010	10/4/2010	Interactive CSOT
History #2	4H4985	FLORIDA	103448553	KAIS/1966	12/2/2009	12/2/2009	Interactive New Title

Number Of Addition to Existing Duplicates Created 1

Total Number Of Duplicate VINs created:

From: NmvtisReports@aamva.org
Sent: Thursday, April 27, 2017 3:11 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170426.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

D.- d. -t--

Page: 1

4/26/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: FootPrints Service Core <helpdesk@aamva.org>

**Sent:** Thursday, April 27, 2017 5:19 AM

**To:** Peters, Mina L (DOA)

Subject: Alaska's Monthly Timeliness and Data Accuracy For CDLIS Messages Review ISSUE=890

PROJ=21

When replying, type your text above this line.

# **Notification of Problem Change**

The following changes have been made to this Problem: canRead:agentRoles, Added Attachment, Appended a Progress., canRead:allRoles.

Workspace: CDLIS Problem Tracking

**Problem:** Alaska's Monthly Timeliness and Data Accuracy For CDLIS Messages Review

**Problem Number: 890** 

**Status:** Analysis **Date:** 04/27/2017

Time: 09:18:30 Creation Date: 07/31/2015 Creation Time: 11:27:54 Created By: JShifflett

# This is a Master Problem with Subtasks.

## **Progress:**

Entered on 04/27/2017 at 09:18:30 EDT (GMT-0400) by Jessie Rogers:

Good morning,

According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.

Your SDLA is expected to reply to this message by April 14<sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.

This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>March</b> data, AAMVA noticed the following issues:
CDLIS Data Quality of Convictions
• • • • Alaska had a 100% error rate (1 out of 1) Conviction (HA) messages
CDLIS Data Quality of Withdrawals
• □ □ □ □ □ Alaska had a 100% error rate (5 out of 5) Withdrawal (HW) messages
CDLIS Data Quality Updates to MPR Personally Identifiable Information
• □ □ □ □ □ Alaska had a 26.09% overall error rate (24 out of 92) Updates to MPR Personally Identifiable Information
CDLIS Data Quality Updates to MPR SOR
• □ □ □ □ □ Alaska had a 23% overall error rate (115 out of 500) for Updates to MPR SOR
CDLIS Data Quality of Pointer Deletions

2

●□□□□□□ Alaska had a 87.50% error rate (14 out of 16) Delete Driver (UE) messages
Please find the March monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• • • • • 2017 03 March CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Convictions Withdrawals, Updates, or Pointer Deletion messages.
Thanks,
Jessie Rogers   Senior Operations Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
Confidentiality Notice: This email may contain privileged or confidential information, and is for the use of intended recipients only. Do not share this with others, except as necessary to conduct the business for which this email and any attachments are clearly intended. If you received this message in error, please immediately advise the sender by reply email and then delete this message.
Entered on 03/29/2017 at 15:51:26 EDT (GMT-0400) by Jessie Rogers:
Good afternoon,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.

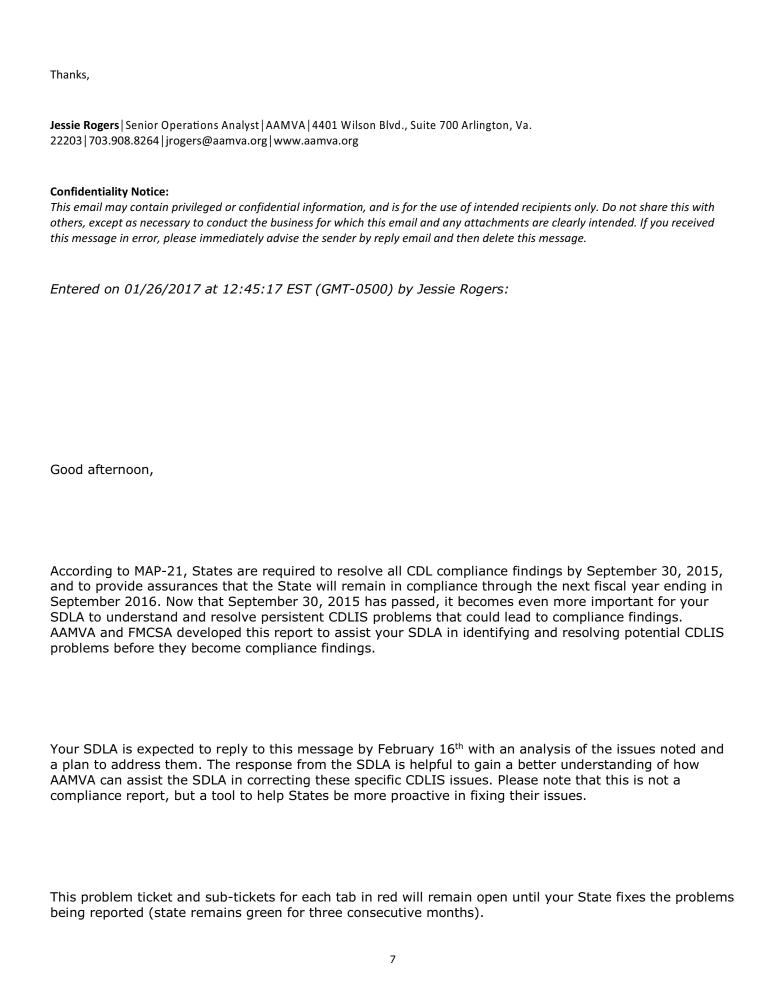
3

Your SDLA is expected to reply to this message by April 14 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>February</b> data, AAMVA noticed the following issues:
CDLIS Data Quality Updates to MPR Personally Identifiable Information
• 🗆 🗆 🗅 Alaska had a 65.17% overall error rate (58 out of 89) Updates to MPR Personally Identifiable Information
CDLIS Data Quality Updates to MPR SOR
• □ □ □ □ □ Alaska had a 34.89% overall error rate (82 out of 235) for Updates to MPR SOR
CDLIS Data Quality of Pointer Deletions
• □ □ □ □ □ Alaska had a 77.78% error rate (7 out of 9) Delete Driver (UE) messages
Please find the February monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:

• 🗆 🗆 🗆 2017 02 February CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Updates to MPR PII, SOR or Pointer Deletion messages.
Thanks,
Jessie Rogers   Senior Operations Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 02/27/2017 at 14:20:15 EST (GMT-0500) by Jessie Rogers:
Good afternoon,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by March 13 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.

This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>January</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Convictions Sent Successfully
• 🗆 🗆 🗅 🗅 Alaska sent 60% of its successful Report Out-of-State Convictions (HA) transactions (3 out of 5) within the federal time limit of 10 days
CDLIS Data Quality Updates to MPR Personally Identifiable Information
• □ □ □ □ □ Alaska had a 19.83% overall error rate (71 out of 358) Updates to MPR Personally Identifiable Information
Please find the January monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• 🗆 🗆 🗅 🗅 2017 01 January CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction or Updates to MPR PII messages.

6



In our review for the <b>December</b> data, AAMVA noticed the following issues:
CDLIS Data Quality of Withdrawals
• • • • • Alaska had a 20% error rate (1 out of 5) Withdrawal (HW) messages
Please find the December monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
•□□□□□□ 2016 12 December CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Withdrawal messages.
Thanks,
<b>Jessie Rogers</b>   Senior Operations Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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8

According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by December 16 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>October</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Convictions Sent Successfully
• Convictions (HA) transactions (3 out of 8) within the federal time limit of 10 days
CDLIS Data Quality of Withdrawals
•
Please find the October monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
11

• • • • 2016 10 October CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction or Withdrawal messages.
Thanks,
rnanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 10/26/2016 at 10:30:23 EDT (GMT-0400) by Jessie Rogers:
Good morning,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by November 16 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.

This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>September</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Withdrawals Sent Successfully
• 🗆 🗆 🗆 Alaska sent 0% of its successful Report Out-of-State Withdrawals (HW) transactions (0 out of 2) within the federal time limit of 10 days
CDLIS Data Quality of Withdrawals
• Company of the comp
CDLIS Data Quality of Pointer Deletions
●□□□□□□□ Alaska had a 57.14% error rate (4 out of 7) Delete Driver (UE) messages
Please find the September monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• □ □ □ □ □ 2016 09 September CDLIS Timeliness and Accuracy- Summary Workbook

If you need additional information, please let us know. For example, we can send you more detailed information on the Withdrawal or Pointer Deletion messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 09/29/2016 at 11:58:22 EDT (GMT-0400) by Jessie Rogers:
Good morning,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by October 14 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).

Document ID: 0.7.1187.89355 DMV00014643

14

In our review for the <b>August</b> data, AAMVA noticed the following issues:
CDLIS Data Quality of Pointer Deletions
•
Please find the August monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• □ □ □ □ □ 2016 08 August CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Pointer Deletion messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 08/29/2016 at 14:18:18 EDT (GMT-0400) by Jessie Rogers:

Good afternoon,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by September 12 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>July</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Withdrawals Sent Successfully
• 🗆 🗆 🗅 Alaska sent 0% of its successful Report Out-of-State Withdrawals (HW) transactions (0 out of 2) within the federal time limit of 10 days
CDLIS Data Quality of Withdrawals
• Carron Carron Carron (a out of 7) Withdrawal (HW) messages
16

Please find the July monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• □ □ □ □ □ 2016 07 July CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Withdrawal messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 07/27/2016 at 14:15:01 EDT (GMT-0400) by Jessie Rogers:
Good afternoon,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.

Your SDLA is expected to reply to this message by August 10 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>June</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Withdrawals Sent Successfully
• • • • Alaska sent 50% of its successful Report Out-of-State Withdrawals (HW) transactions (2 out of 4) within the federal time limit of 10 days
CDLIS Data Quality of Pointer Deletions
• • • • Alaska had a 25% error rate (1 out of 4) Delete Driver (UE) messages
Please find the June monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• • • • • • • • • • • • • • • • • • •

If you need additional information, please let us know. For example, we can send you more detailed information on the Withdrawal or Pointer Deletion messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 06/27/2016 at 16:30:34 EDT (GMT-0400) by Jessie Rogers:
Good afternoon,
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by July 14 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).

In our review for the <b>May</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Withdrawals Sent Successfully
•      Alaska sent 0% of its successful Report Out-of-State Withdrawals (HW) transactions (0 out of 1) within the federal time limit of 10 days
CDLIS Data Quality of Convictions
• □ □ □ □ □ Alaska had a 20% error rate (5 out of 1) Conviction (HA) messages
CDLIS Data Quality of Withdrawals
• Comparison Alaska had a 33.33% error rate (3 out of 1) Withdrawal (HW) messages
Please find the May monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• • • • 2016 05 May CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Withdrawal or Conviction messages.

Thanks,
---------

Jessie Rogers | Reporting Analyst | AAMVA | 4401 Wilson Blvd., Suite 700 Arlington, Va. 22203 | 703.908.8264 | jrogers@aamva.org | www.aamva.org

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Entered on 05/25/2016 at 13:43:11 EDT (GMT-0400) by Jessie Rogers:

According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.

Your SDLA is expected to reply to this message by June 8<sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.

This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).

In our review for the **April** data, AAMVA noticed the following issues:

#### **CDLIS Data Quality of Convictions**

• 🗆 🗆 🗅 Alaska had a 14.29% error rate (2 out of 14) Conviction (HA) messages

CDLIS Data Quality of Withdrawals
• □ □ □ □ □ Alaska had a 100% error rate (1 out of 1) Withdrawal (HW) messages
Please find the April monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• • • • • 2016 04 April CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction or Withdrawal messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 04/21/2016 at 10:05:16 EDT (GMT-0400) by Jessie Rogers:

According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.

Your SDLA is expected to reply to this message by May 5 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>March</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Withdrawals Sent Successfully
• • • • Alaska sent 0% of its successful Report Out-of-State Withdrawals (HW) transactions (0 out of 1) within the federal time limit of 10 days
CDLIS Data Quality of Withdrawals
• Comparison Alaska had a 88.89% error rate (8 out of 9) Withdrawal (HW) messages
Please find the March monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• • • • 2016 03 March CDLIS Timeliness and Accuracy- Summary Workbook

If you need additional information, please let us know. For example, we can send you more detailed information on the Withdrawal messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
Confidentiality Notice:  This email may contain privileged or confidential information, and is for the use of intended recipients only. Do not share this with others, except as necessary to conduct the business for which this email and any attachments are clearly intended. If you received this message in error, please immediately advise the sender by reply email and then delete this message.
Entered on 03/31/2016 at 09:08:30 EDT (GMT-0400) by Jessie Rogers:
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by April 14 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>February</b> data, AAMVA noticed the following issues:
24

CDLIS Timeliness of Convictions Sent Successfully
•
CDLIS Timeliness of Withdrawals Sent Successfully
CDLIS TIMEIMESS OF WITHURAWAIS SETT Successfully
• 🗆 🗆 🗆 Alaska sent 0% of its successful Report Out-of-State Withdrawals (HW) transactions (0 out of 3) within the federal time limit of 10 days
CDLIS Data Quality of Convictions
•□□□□□□ Alaska had a 18.75% error rate (3 out of 16) Conviction (HA) messages
CDLIS Data Quality of Withdrawals
●□□□□□□ Alaska had a 25% error rate (1 out of 4) Withdrawal (HW) messages
Please find the February monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• 🗆 🗆 🗆 🗆 2016 02 February CDLIS Timeliness and Accuracy- Summary Workbook

If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction or Withdrawal messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 02/26/2016 at 10:40:44 EST (GMT-0500) by Jessie Rogers:
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by March 11 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>January</b> data, AAMVA noticed the following issues:
26

•
CDLIS Timeliness of Withdrawals Sent Successfully
• 🗆 🗆 🗆 🗆 Alaska sent 0% of its successful Report Out-of-State Withdrawals (HW) transactions (0 out of 1) within the federal time limit of 10 days
CDLIS Data Quality of Pointer Deletions
●□□□□□□ Alaska had a 42.86% error rate (3 out of 7) Delete Driver (UE) messages
Please find the January monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• • • • 2016 01 January CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction, Withdrawal or Pointer deletion messages.
Thanks,

Document ID: 0.7.1187.89355

**CDLIS Timeliness of Convictions Sent Successfully** 

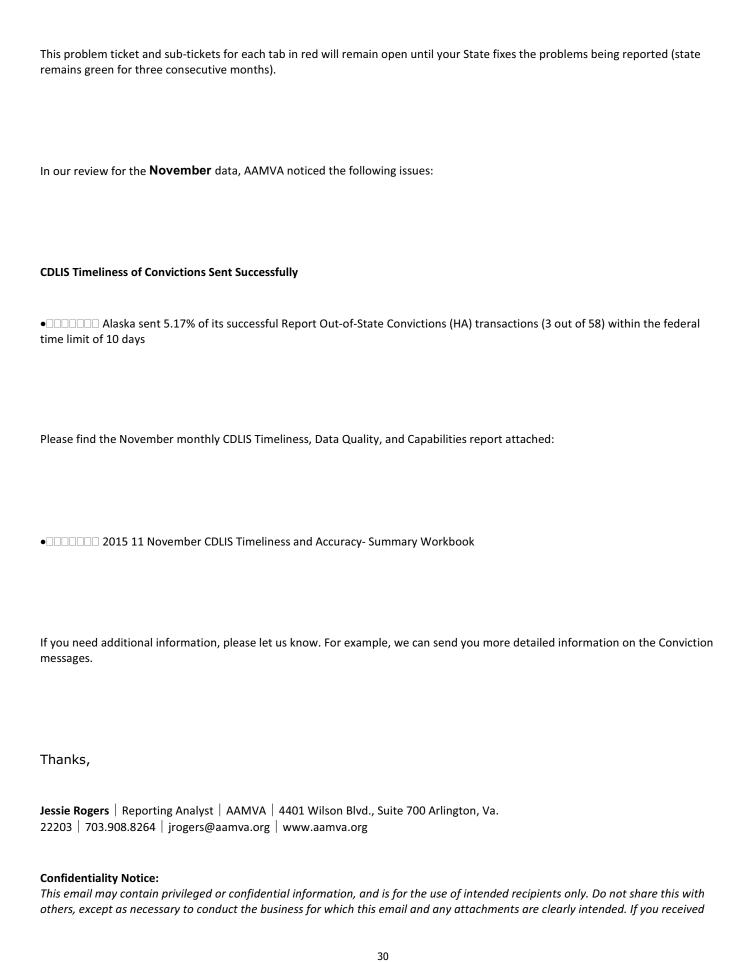
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 01/28/2016 at 13:30:39 EST (GMT-0500) by Jessie Rogers:
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by February 11 <sup>th</sup> with an analysis of the issues noted and a plan to address them. Th response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).
In our review for the <b>December</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Convictions Sent Successfully
• 🗆 🗆 🗅 Alaska sent 5% of its successful Report Out-of-State Convictions (HA) transactions (2 out of 40) within the federal time limit of 10 days

Document ID: 0.7.1187.89355

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Please find the December monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• 🗆 🗆 🗆 🗆 2015 12 December CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
Confidentiality Notice: This email may contain privileged or confidential information, and is for the use of intended recipients only. Do not share this with others, except as necessary to conduct the business for which this email and any attachments are clearly intended. If you received this message in error, please immediately advise the sender by reply email and then delete this message.
Entered on 12/24/2015 at 09:31:02 EST (GMT-0500) by Jessie Rogers:
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.

Your SDLA is expected to reply to this message by January 14<sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.



Entered on 12/01/2015 at 12:51:03 EST (GMT-0500) by JShifflett:  According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.  Your SDLA is expected to reply to this message by December 15 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.  This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).  In our review for the October data, AAMVA noticed the following issues:  CDLIS Timeliness of Convictions Sent Successfully  **CDLIST Timeliness of Convictions Sent Successfully**  **CDLIST Timeliness of Convictions Sent Successful Report Out-of-State Convictions (HA) transactions (5 out of 65) within the federal time limit of 10 days	this message in error, please immediately advise the sender by reply email and then delete this message.
that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.  Your SDLA is expected to reply to this message by December 15 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.  This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).  In our review for the <b>October</b> data, AAMVA noticed the following issues:  CDLIS Timeliness of Convictions Sent Successfully	Entered on 12/01/2015 at 12:51:03 EST (GMT-0500) by JShifflett:
The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.  This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).  In our review for the October data, AAMVA noticed the following issues:  CDLIS Timeliness of Convictions Sent Successfully  Alaska sent 7.69% of its successful Report Out-of-State Convictions (HA) transactions (5 out of 65) within the federal	that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS
In our review for the <b>October</b> data, AAMVA noticed the following issues:  CDLIS Timeliness of Convictions Sent Successfully  Alaska sent 7.69% of its successful Report Out-of-State Convictions (HA) transactions (5 out of 65) within the federal	The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific
CDLIS Timeliness of Convictions Sent Successfully  • • • • Alaska sent 7.69% of its successful Report Out-of-State Convictions (HA) transactions (5 out of 65) within the federal	
• 🗆 🗆 🗅 🗅 Alaska sent 7.69% of its successful Report Out-of-State Convictions (HA) transactions (5 out of 65) within the federal	In our review for the <b>October</b> data, AAMVA noticed the following issues:
	CDLIS Timeliness of Convictions Sent Successfully
Please find the October monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:	Please find the October monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:

• □ □ □ □ □ 2015 10 October CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction messages.
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 10/30/2015 at 14:14:31 EDT (GMT-0400) by JShifflett:
According to MAP-21, States are required to resolve all CDL compliance findings by September 30, 2015, and to provide assurances that the State will remain in compliance through the next fiscal year ending in September 2016. Now that September 30, 2015 has passed, it becomes even more important for your SDLA to understand and resolve persistent CDLIS problems that could lead to compliance findings. AAMVA and FMCSA developed this report to assist your SDLA in identifying and resolving potential CDLIS problems before they become compliance findings.
Your SDLA is expected to reply to this message by November 13 <sup>th</sup> with an analysis of the issues noted and a plan to address them. The response from the SDLA is helpful to gain a better understanding of how AAMVA can assist the SDLA in correcting these specific CDLIS issues. Please note that this is not a compliance report, but a tool to help States be more proactive in fixing their issues.
This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported (state remains green for three consecutive months).

In our review for the <b>September</b> data, AAMVA noticed the following issues:
CDLIS Timeliness of Convictions Sent Successfully
• 🗆 🗆 🗅 Alaska sent 12.93% of its successful Report Out-of-State Convictions (HA) transactions (15 out of 116) within the federal time limit of 10 days
CDLIS Data Quality of Pointer Deletions
●□□□□□□□ Alaska had a 16.67% error rate (1 out of 6) Delete Driver (UE) messages
Please find the September monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
□□□□□□□□□ 2015 09 September CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Conviction or Pointer Deletion messages.
of Fornical Defection messages.
Thanks
Thanks,
Jessie Rogers   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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others, except as necessary to conduct the business for which this email and any attachments are clearly intended. If you received this message in error, please immediately advise the sender by reply email and then delete this message.
Entered on 10/16/2015 at 10:41:44 EDT (GMT-0400) by JShifflett:
Good morning,
Thank you for your response on these errors. AAMVA recommends that AK continue working with the courts to let them know how important it is to report the convictions within the required time and with the correct information.
For the data quality issues, hopefully we see AK become green due to the changes in staff refining error correction processes to reduce unnecessary correction attempts. AAMVA also recommends the AAMVA Systems Training which aims to develop education, training and learning opportunities that meet the needs of AAMVA's membership in the use of all the systems and procedures to ensure commercial driver safety and compliance with Federa regulations. <b>NOTE</b> : All courses are <b>free</b> for AAMVA members. Click the following link to view the course catalogue and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a> . If you experience trouble
enrolling, or if you would like more information on any of the courses, please send an email to <a href="mailto:trainer@aamva.org">trainer@aamva.org</a> .
We will monitor this tab and the others to see if AK improves. Once Alaska is green for three consecutive months in each tab, we will close that sub ticket for the tab.
Thanks,
<b>Jessie Rogers</b>   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jrogers@aamva.org   www.aamva.org
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Entered on 10/15/2015 at 13:16:39 EDT (GMT-0400) by Nichole Tham: Good afternoon,

Thank you for this notification. Both DMV and FMCSA are aware of the issues noted in the report and DMV is actively working to resolve them. Some factors contributing to the Timeliness/Quality Errors:

The Timeliness Errors are due to staff diligently working the backlog of E-Dispo records that were not reported to DMV by the courts. These will continue to be high until that backlog is caught up. Part of this delay is attributed to the lack of distinction between CDL/non-CDL citations; additional steps are required to identify and manually update CDL citations/pointers in CDLIS, which significantly slows the process. Although DMV has expressed the need for the Department of Public Safety (DPS) to add a "CDL Indicator" to citation forms, both DPS and the Alaska Court System (ACS) has deemed it impracticable. Staff must continue to manually decipher each out of state license record to see if it is a CDL.

The Quality Errors are in part because there has been a large learning curve for staff, and because AAMVA reports multiple attempts to submit the same record as separate errors, which skews the percentages. Staff are refining error correction processes to reduce unnecessary correction attempts which should reduce error compounding overall.

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

[cid:2B9B7AC4-7129-4883-AB35-2F65A4EA927F@gci.net]

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Entered on 09/30/2015 at 10:29:14 EDT (GMT-0400) by JShifflett:

According to MAP-21, States are required to be green by September 2015. Your SDLA should have resolved all the CDLIS issues. Your SDLA is expected to reply to this message by October 15<sup>th</sup> with an analysis of the issues noted and a plan to address them. This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported. If you need any help to develop the plan, please let us know.

In our review for the **August** data, AAMVA noticed the following issues:

**CDLIS Timeliness of Convictions Sent Successfully** 

• 🗆 🗆 🗅 Alaska sent 6.67% of its successful Report Out-of-State Convictions (HA) transactions (6 out of 90) within the federal time limit of 10 days
CDLIS Data Quality of Convictions
●□□□□□□□ Alaska had a 18.90% error rate (24 out of 127) Conviction (HA) messages
CDLIS Data Quality of Pointer Deletions
•
Please find the August monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• □ □ □ □ □ 2015 08 August CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Convictions or Pointer Deletion messages.
Thanks,
Jessie Shifflett   Reporting Analyst   AAMVA   4401 Wilson Blvd., Suite 700 Arlington, Va. 22203   703.908.8264   jshifflett@aamva.org   www.aamva.org
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Entered on 07/31/2015 at 11:27:53 EDT (GMT-0400) by JShifflett:
According to MAP-21, States are required to be green by September 2015. Your SDLA only has a few months to resolve all the issues. Your SDLA is expected to reply to this message by August 14 <sup>th</sup> with an analysis of the issues noted and a plan to address them. This problem ticket and sub-tickets for each tab in red will remain open until your State fixes the problems being reported. If you need any help to develop the plan, please let us know.
In our review for the <b>June</b> data, AAMVA noticed the following issues:
CDLIS Data Quality of Pointer Deletions
• □ □ □ □ □ Alaska had a 28.57% error rate (2 out of 7) Delete Driver (UE) messages
Please find the June monthly CDLIS Timeliness, Data Quality, and Capabilities report attached:
• □ □ □ □ □ □ 2015 06 June CDLIS Timeliness and Accuracy- Summary Workbook
If you need additional information, please let us know. For example, we can send you more detailed information on the Pointer Deletions.
Thanks,

Jessie Shifflett | Reporting Analyst | AAMVA | 4401 Wilson Blvd., Suite 700 Arlington, Va. 22203 | 703.908.8264 | jshifflett@aamva.org | www.aamva.org

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Current Assignees: CDLIS Tech Asst, Jessie Rogers, Oscar Castillo

#### **Problem Information:**

## **Problem Description:**

Rated red in the Monthly CDLIS Timeliness and Data Accuracy Summary Workbook.

## Impact:

Issues in the Monthly CDLIS Timeliness and Data Accuracy Summary Workbook may cause issues in the Jurisdictions performance.

Multi-select: UE

### **Contact Information:**

Last Name: Peters First Name: Mina
Company: Alaska Division of Motor Vehic
les Email Address: mina.peters@alaska.gov

Phone: (907) 269-5571 Street Address: 3300 Fairbanks Street

City: Anchorage State: Alaska

**Country:** UNITED STATES **Zip/Postal Code:** 99503-4153

Subscriber Code: AK Relationship: Information Technology Contact

Secondary

Attachments: 2016 03 March CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 04 April CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 05 May CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 06 June CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 07 July CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 08 August CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 09 September CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 10 October CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 11 November CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2016 12 December CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2017 01 January CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2017 03 March CDLIS Timeliness and Accuracy- Summary Workbook.xlsx 2017 03 March CDLIS Timeliness and Accuracy- Summary Workbook.xlsx

2017 03 March CDLIS Timelines... This document 0.7.1187.89355-000001 is fully redacted

From: Peters, Mina L (DOA)

**Sent:** Thursday, April 27, 2017 5:50 AM

To: 'Creighton, Susan'; Leonardo, Debra L (DOA); Smith, Katie N (DOA)

Cc: Brosnan, Patrick P (DOA); Nolen, David B (DOA); 'Chaudhry, Amir'; 'Garber, Casey';

Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored)

**Subject:** RE: Need to schedule a NMVTIS meeting

Good morning, Susan,

Alaska would like to schedule the business meeting for today at 12pm Alaska time/4pm Eastern. Could you please send invitations to all on this list? Sorry, I had forgotten to include the RDI contacts on the original email – hopefully they are available as well.

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Peters, Mina L (DOA)

Sent: Wednesday, April 26, 2017 1:31 PM

**To:** Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Smith, Katie N (DOA) <katie.smith@alaska.gov> **Cc:** Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Creighton, Susan <screighton@aamva.org>; Chaudhry, Amir <AChaudhry@aamva.org>; Garber, Casey

<CGarber@aamva.org>

Subject: Need to schedule a NMVTIS meeting

Good afternoon,

Today we had our weekly NMVTIS New ALVIN planning meeting. AAMVA still had some follow-up questions and concerns from the questionnaire, but many of them were procedural and we were unable to address them.

We need to schedule a meeting with AAMVA and representatives from the business side of things. It would be helpful for both Debra and Katie to be involved in the conversation, but we need at least one of you or someone else who can speak for business users. We need to have this discussion ASAP, so please try and let us know today which of these date/times are available for you.

Possible date/times per AAMVA availability:

April 27: 12:00pm Alaska time May 2: 12:30pm Alaska time May 4: 10:00am Alaska time May 4: 12:00pm Alaska time Thank you!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov







From: Hanchulak, Denise < DHanchulak@aamva.org >

**Sent:** Thursday, April 27, 2017 6:05 AM **Subject:** AAMVA Webinars-Register Now



American Association of Motor Vehicle Administrators

aamva.org

movemag.org

## **Upcoming Free AAMVA Webinars**

Please join us for these FREE, educational and timely webinars. Learn about the following hot topics impacting the AAMVA community all from the comfort of your computer. Click on a webinar to find out more information. *Jurisdiction and Federal Government members only*.

## SYSTEMS WEBINARS

# **Understanding MEC Transmission (NR02) National Registry System Specification**

Thursday, April 27, 2017 2:00 - 3:00 pm (ET)

## How to Accurately Post State Titling Activity into the NMVTIS Batch Interface Files

Monday, May 8, 2017 2:00 - 3:00 pm (ET)

## NMVTIS State Web Interface (SWI)-Understanding the Administrative Features

**Tuesday, May 16, 2017** 2:00 - 3:00 pm

# NMVTIS State Web Interface (SWI)-How to Correct Title and Brand Data on the Central Site

**Tuesday, May 23, 2017** 2:00 - 3:00 pm (ET)

#### **Webinar Archives**

## **PROGRAM WEBINARS**

2017 FDR Updates From February 16

### **SYSTEMS WEBINARS**

Understanding MEC Transmission (NR02) National Registry System Specification From April 20

Report Out of State Test Results (ROOSTR) Demonstrations From March 30

NMVTIS State Web Interface (SWI) How to Correct Title & Brand Data on the Central Site From March 21

Understanding the MEC Verification Inquiry (NR01) National Registry System

From Feburary 23

Specification

For a full listing of past webinars, please click here.

For more information or assistance please contact:

# Jessica Hill 703.908.5788













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To manage all your AAMVA subscriptions, click here .

4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: Smith, Katie N (DOA)

Sent: Thursday, April 27, 2017 8:34 AM

**To:** Creighton, Susan

**Subject:** Accepted: AK - AMIE Online Re-write Meeting (Confirmed)

From: Thompson, Marla R (DOA)

**Sent:** Thursday, April 27, 2017 10:31 AM

**To:** Jordaan, Loffie

Subject:Request for SPEXS change - SSN Length.docxAttachments:Request for SPEXS change - SSN Length.docx

Here's a very basic one pager that Patrick did for me. I remember in a conversation that there were a few states that mentioned that 5 digit might be an issue when they were ready for S2S but I can't find it in my notes.

Thanks, Marla

# Request for SPEXS change - SSN Length

<u>Request:</u> Consideration of a SPEXS design change to use the last four digits of the Social Security Number instead of the last five digits.

<u>Reason for request:</u> Alaska is currently not compliant with the Real ID Act. Our most recent extension from DHS was justified and granted primarily because we were in the process of becoming a SPEXS state.

The State of Alaska went live with SPEXS in January 2017. Shortly afterward, two Real ID bills were proposed by our State legislature, one from the House of Representatives and the other from the Senate. During public testimony, it became clear that a significant number of our citizens have grave concerns over the fact that the last 5 digits of their Social Security Number are being kept on the 'AAMVA database'. The ACLU and others spoke at length about the danger of having 5 digits of our Social Security Numbers being kept by a non-government agency (AAMVA). It was mentioned that until 2011, all Social Security Numbers issued to Alaskan residents began with the numbers 574. Thus, it was argued, that all a hacker would need to do is guess the 4<sup>th</sup> number, and they would have the entire Social Security number. To illustrate:

Assume this is an Alaska SSN = 574-01-2345

A hacker, gaining the digits 12345 and seeing this is an Alaskan license, could interpret:

574

Ď

12345

(Alaska prefix)

(guess 4<sup>th</sup> digit)

(hacked last 5)

We believe there may be more states that also share this concern.

Thank you for your consideration.

From: Creighton, Susan <screighton@aamva.org>

**Sent:** Thursday, April 27, 2017 10:36 AM **To:** Pressley, Dillon (DOA sponsored)

Cc: Nolen, David B (DOA); Peters, Mina L (DOA); Brosnan, Patrick P (DOA); Garber, Casey

**Subject:** Unsolicited Message Testing

Hi Dillon,

I tried sending the inquiry on AITESTRECORDFORSC but I did not get a response.

Thanks,

Susan Creighton / 703.908.5893 office

From: Jordaan, Loffie <LJordaan@aamva.org>
Sent: Thursday, April 27, 2017 10:56 AM

**To:** Thompson, Marla R (DOA)

Cc:Dsa, Pamela; Guiot, Philippe; Taber-Lowry, CindySubject:RE: Request for SPEXS change - SSN Length.docx

# Marla,

Thanks. We can discuss further in today's meeting.

# Loffie

From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Thursday, April 27, 2017 14:31
To: Jordaan, Loffie <LJordaan@aamva.org>

Subject: Request for SPEXS change - SSN Length.docx

Here's a very basic one pager that Patrick did for me. I remember in a conversation that there were a few states that mentioned that 5 digit might be an issue when they were ready for S2S but I can't find it in my notes.

Thanks, Marla

DMV00014679

From: Dillon Salsman <dsalsman@resdat.com>
Sent: Thursday, April 27, 2017 11:13 AM

**To:** Creighton, Susan

Cc: Nolen, David B (DOA); Peters, Mina L (DOA); Brosnan, Patrick P (DOA); Garber, Casey;

Anderson, Patrick (DOA sponsored)

**Subject:** RE: Unsolicited Message Testing

Hello Susan,

There was a configuration error that prevented us from receiving messages. We are once again receiving message messages. Could you please try again at your earliest convenience?

Thank you,

**Dillon Salsman-Pressley** • Programmer Analyst **Resource Data, Inc.** People • Technology • Results 560 E 34<sup>TH</sup> Ave #100

Anchorage, Alaska 99503

Direct: 907 743 7531 • Fax: 907 561 0159

E-mail: <u>dsalsman@resdat.com</u> • Web: <u>www.resourcedata.com</u>

From: Creighton, Susan [mailto:screighton@aamva.org]

**Sent:** Thursday, April 27, 2017 10:36 AM **To:** Dillon Salsman <dsalsman@resdat.com>

**Cc:** David Nolen, AK Dept. of Administration <david.nolen@alaska.gov>; Mina Peters, AK Dept. of Administration <mina.peters@alaska.gov>; Patrick Brosnan, AK Dept. of Administration casey

<CGarber@aamva.org>

**Subject:** Unsolicited Message Testing

This email comes from an external source, so remember, Think Before You Click! Hi Dillon,

I tried sending the inquiry on AITESTRECORDFORSC but I did not get a response.

Thanks,

Susan Creighton / 703.908.5893 office

**From:** Creighton, Susan <screighton@aamva.org>

**Sent:** Thursday, April 27, 2017 11:35 AM **To:** Pressley, Dillon (DOA sponsored)

Cc: Nolen, David B (DOA); Peters, Mina L (DOA); Brosnan, Patrick P (DOA); Garber, Casey;

Anderson, Patrick (DOA sponsored)

**Subject:** RE: Unsolicited Message Testing

Hi Dillon,

I tried again but still no response.

Thanks,

Susan Creighton / 703.908.5893 office

From: Dillon Salsman [mailto:dsalsman@resdat.com]

Sent: Thursday, April 27, 2017 3:13 PM

To: Creighton, Susan

Cc: David Nolen, AK Dept. of Administration; Mina Peters, AK Dept. of Administration; Patrick Brosnan, AK Dept. of

Administration; Garber, Casey; Patrick Anderson **Subject:** RE: Unsolicited Message Testing

Hello Susan,

There was a configuration error that prevented us from receiving messages. We are once again receiving message messages. Could you please try again at your earliest convenience?

Thank you,

**Dillon Salsman-Pressley** • Programmer Analyst **Resource Data, Inc.** People • Technology • Results

560 E 34<sup>TH</sup> Ave #100 Anchorage, Alaska 99503

Direct: 907 743 7531 • Fax: 907 561 0159

E-mail: dsalsman@resdat.com • Web: www.resourcedata.com

From: Creighton, Susan [mailto:screighton@aamva.org]

**Sent:** Thursday, April 27, 2017 10:36 AM **To:** Dillon Salsman <a href="mailto:dsalsman@resdat.com">dsalsman@resdat.com</a>

**Cc:** David Nolen, AK Dept. of Administration < <u>david.nolen@alaska.gov</u>>; Mina Peters, AK Dept. of Administration < <u>mina.peters@alaska.gov</u>>; Patrick Brosnan, AK Dept. of Administration < <u>patrick.brosnan@alaska.gov</u>>; Garber, Casey

< CGarber@aamva.org>

Subject: Unsolicited Message Testing

This email comes from an external source, so remember, Think Before You Click! Hi Dillon,

1

I tried sending the inquiry on AITESTRECORDFORSC but I did not get a response.

Thanks, Susan Creighton / 703.908.5893 office From: Creighton, Susan <screighton@aamva.org>

**Sent:** Thursday, April 27, 2017 12:49 PM

To: Nolen, David B (DOA); Peters, Mina L (DOA); Anderson, Patrick (DOA sponsored);

Pressley, Dillon (DOA sponsored); Brosnan, Patrick P (DOA); Smith, Katie N (DOA);

Leonardo, Debra L (DOA)

**Cc:** Chaudhry, Amir; Garber, Casey

Subject: AK - NMVTIS Re-write AMIE Online Updates/Inquiries Meeting Minutes

**Attachments:** AK Meeting Minutes 20170427.docx

Hi AK,

Attached are the minutes for today's meeting. Please let me know if I missed or misstated anything.

Please don't hesitate to let me know if you have questions.

Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

#### Be part of the solution.

Help protect states and consumers from vehicle fraud and unsafe vehicles; get information from the National Motor Vehicle Title Information System.

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# **MEETING AGENDA and MINUTES ALASKA – STATUS MEETING**

**Date of Meeting:** 4/27/2017

Minutes Prepared By: Susan Creighton

Location: Conference Call – (888) 390-7016 pass code 1509728

Jaguar Conference Room Time: 4:30 PM – 5:30 PM ET

# 1. Purpose of Meeting (prepare and distribute in advance of meeting)

Discuss status of NMVTIS implementation re-write for AMIE integrated online updates and inquiries with initial load. Tentative implementation is set for early December 2017.

2. Attendance at Meeting (add rows as necessary)				
Name	Invitee	Attended		
Mina Peters	Alaska	V	√	
David Nolen	Alaska	V	V	
Dillon Pressley	Alaska – Resource Data	V	V	
Patrick Brosnan	Alaska – Business	V	√	
Patrick Anderson	Alaska – Resource Data	V	√	
Debra Leonardo	Alaska – Business	V	V	
Katie Smith	Alaska - Business	V	√	
Casey Garber	AAMVA, Business Solutions	V		
Susan Creighton	AAMVA, Lead Systems Analyst	V	√	
Amir Chaudhry	AAMVA, Lead Systems Analyst	V		

# 3. Meeting Agenda (prepare and distribute in advance of meeting)

- Questionnaires
- Next Steps
- Questions & Concerns

# 4. Meeting Notes, Decisions, Issues

AK sent updates to the questionnaires	based on AAMVA's questions/comments.	. Discussed the answers and
follow-on questions.	·	

**BUSINESS QUESTIONNAIRE:** 

Page 1 of 4



For Question #62 AK answered: If an Alaskan vehicle moves out of state AND we get a notice from NMVTIS, then we create a status message for the vehicle for foreign transfer and the state the vehicle changed to is part of the message. Ex. message type is F (foreign transfer) and message is NMVTIS – TRANSFER TO WA and then the date of the message is the date we get the NMVTIS notification. If we receive notification that the change state of title is removed and we are now the state of title, the previously mentioned status message is removed.

Does the status message update the title status? No a flag is set.

When this happens the Title Status that is sent in an unsolicited message should be an inactive status. AAMVA will be checking that the title status that is sent in response to unsolicited messages as a part of the structured testing.

# TEST QUESTIONNAIRE:

For Question #12 AK indicated they do not plan to perform inquiry prior to updates that UNDO (remove) records. It is NMVTIS best practice to perform inquiry prior to any update including UNDO.

AK indicated removing records is only allowed by a few people and they always manually perform an inquiry before they remove the record. Checks will be performed during the structured testing that will look for the inquiry before the UNDO.

For Question #28 AK answered: There are no automatic stops in place if the title and NMVTIS data does not match. There are instances where this would be counterproductive – for example, when taking in a title from a state that is a non-participating NMVTIS user.

Some states have set up processes that use a table or configuration file that has the non-participating states so that their automatic processes know what to do for them and when the state joins NMVTIS they remove that state from the table/configuration file.

For Question #29 AK answered: The message displayed to the clerk for manual processing contains the state of record for the most recent title issued, the title number and date of issue.

This question was misunderstood. AK indicated they display all the NMVTIS pointer information to their clerks which includes brand and odometer reading. If any discrepancies the information is displayed in a different color that alerts the clerk.

### Questions 55 - 59 that were missed on the Test questionnaire:

55. Please describe all reasons/scenarios under which you may delete/undo a title from the NMVTIS VIN pointer file. (Records should only be deleted from NMVTIS if they were titled in error)

Updated wrong vehicle to begin with

Title got physically spoiled while printing

Customer notices an error before it left the DMV

Issued in Error

Duplicate Title issued but found FL had pointer

If you think of any others please let me know

56. Does owner name/ address correction result in a change to either title issue date or title number?

New title issue date (*yes or no*) yes New Title number (*yes or no*) yes

57. Does correction to lien info result in either new title issue date and or title number

New title issue date (yes or no) yes New Title number (yes or no) yes

58. Which branding events are performed outside of titling event?

None

Page 2 of 4



59. When the odometer reading is not known, what value do you store in the odometer field on your DB and what do you print on the title document

Odometer Value	Stored on DB	Printed on Title
Zeros	UNK	UNK
UNKNOWN	Null	UNK
Numeric value	Numeric Value	Numeric Value

AK indicated they do not allow all zeros to be recorded in their odometer reading. If there were an odometer reading of zeros then the word UNKNOWN should be sent to NMVTIS instead of zeros.

#### Additional Questions:

I noticed that you are currently set up to use the DV Set Purge Indicator but you show on your questionnaire that you do not archive or purge records. Your Test questionnaire shows you plan to send 0-2 DV transactions per day from your helpdesk.

AK does not purge or archive any records. On rare occasions someone messes up a title record so bad that it has to be deleted. In this situation AK sets the purge indicator on that record.

When performing the used vehicle inquiry (IU) which of the following do you plan to use:

VIN only Yes
VIN/SOT/TITLE NUMBER Yes
SOT/TITLE NUMBER No

AAMVA recommends that as an automatic inquiry that you use the VIN/SOT/TITLE NUMBER in your inquiry as that will return the data specific to the title you are working on and if it does not find the combination it will automatically perform the VIN only search which will return all.

Is your helpdesk application standalone? It is standalone

AAMVA is working on the online test case plan. AAMVA will try to be ready to begin structured testing on 5/8 as AK originally requested.

We will meet again Wednesday, 5/10/2017.

### **NEXT STEPS:**

Susan to finish the Online Test Case Plan

Meeting to Review Online Test Case Plan

5. Action Items (add rows as necessary)					
Action	Assigned to	Due Date	Status		
Respond to AAMVA questions on Business Questionnaire	AK	4/14/2017	Complete		
Respond to AAMVA questions on Test Questionnaire	AK	4/14/2017	Complete		
Execute unsolicited messages	AAMVA	4/26/2017	In Progress		

6. Issues Identified (add rows as necessary; issues are unplanned items of impact that require action)				
Issues	Owner	Due Date	Status	

Page 3 of 4



7. Next Meeting

Date: (MM/DD/CCYY) TBD Time: 4:30 pm – 5:30 pm ET Location: Jaguar Conference Room

Agenda: Will be Sent out Prior to Meeting

From: Prior, Sheila <sprior@aamva.org>
Sent: Prior, Sheila <sprior@aamva.org>
Thursday, April 27, 2017 1:45 PM

To: alan.frew@itd.idaho.gov; Brad Simpson; ccaras@utah.gov; ecameron@sgi.sk.ca; Eric

Jorgensen (EJorgensen@azdot.gov); Firoz Mohamed; frd\_scnln@yahoo.com; Galen Onouye (gonouye@honolulu.gov); jclg426@yahoo.com; jshiomoto@dmv.ca.gov;

lito.vila@co.maui.hi.us; Maria Flores (maria.flores@revtax.guam.gov); Mark.Francis@icbc.com; Thompson, Marla R (DOA); Mike Dixon

(michael.dixon@state.co.us); Ms. Lorna Gee (Igee@gov.nu.ca); Pat Kohler; Roger Grove (roger.grove@gov.ab.ca); Sarah Garcia; Steve Loutitt (Steve\_loutitt@gov.nt.ca); Taylor J Rossetti (taylor.rossetti@wyo.gov); Terri Albertson; McClellan, Tom; vern.janz@gov.yk.ca; William Duran (william.duran@state.nm.us); Barry Bratt (barry.bratt@state.co.us); Batiste, John; Danny Lugo (dlugo@azdps.gov); David J. Anderson (david.j.anderson@state.or.us); Dennis Osborn (dosborn@dps.state.nv.us); Esmeralda Falat (EFalat@chp.ca.gov); Jason G. Berry (jason.berry@wsp.wa.gov); Jason Hildenstab (jhildenstab@mt.gov); Laughlin,

Jeffrey D (DPS); JFarrow@chp.ca.gov; Cockrell, James E (DPS); Kebin Haller

(kebin.haller@wyo.gov); mrapich@utah.gov; Pete Kassetas (Pete.kassetas@state.nm.us);

Ralph Powell (ralph.powell@isp.idaho.gov); Hernandez, Scott; Shannon Ratliff (shannon.ratliff@wyo.gov); Tom Butler (tobutler@mt.gov); Travis Hampton (travis.hampton@state.or.us); Charlene Peters; Irene Meyer; Irma Molina

(IMolina@azdot.gov); Juanita Sanchez; Karla Sue Thomas (kathomas@dol.wa.gov); Kellie Mougeot; Marla Rivera; Melissa West; Sarah Reimer; Sherri Miller; Tammie Jauregui See, Brandy L (DPS); Diana Gorman; Gena Franco; Karen Miller; Kelly Roache; Linda

Gillespie; Lynn Reese; Mindy McCartt; Tricia Wilson

**Subject:** Region IV Memorial Service

Hello,

Cc:

Hope life is great!

I'm emailing today to request information on any employee ever employed by your agency who has passed away since last year's conference. We would like to remember them during the memorial service at this year's Region IV conference. Please share as much of the following information as may be available:

- name
- date of death
- age
- position/title/background
- any fun/interesting/impressive fact or information about the person
- a picture

I would appreciate receiving your memorial service information no later than May 12.

And while I have you . . . please consider making a donation for this year's charity auction. Proceeds benefit the Washington State Patrol Memorial Foundation. The Foundation provides financial assistance to Washington State Patrol employees who become disabled in the line of duty, surviving spouses and children of Fallen Officers and employees who die in the line of duty, and families of employees impacted by catastrophic injury or illness. Bring your donation with you to Seattle or ship it to Chris Anthony, Department of Licensing, 1125 Washington Street, SE, Olympia, WA 98507. The silent auction will be held on Wednesday, May 24.

Thanks so much!

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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From: Prior, Sheila <sprior@aamva.org>
Sent: Prior, Sheila <sprior@aamva.org>
Thursday, April 27, 2017 1:45 PM

**To:** alan.frew@itd.idaho.gov; Brad Simpson; ccaras@utah.gov; ecameron@sgi.sk.ca; Eric

Jorgensen (EJorgensen@azdot.gov); Firoz Mohamed; frd\_scnln@yahoo.com; Galen Onouye (gonouye@honolulu.gov); jclg426@yahoo.com; jshiomoto@dmv.ca.gov;

lito.vila@co.maui.hi.us; Maria Flores (maria.flores@revtax.guam.gov); Mark.Francis@icbc.com; Thompson, Marla R (DOA); Mike Dixon

(michael.dixon@state.co.us); Ms. Lorna Gee (Igee@gov.nu.ca); Pat Kohler; Roger Grove (roger.grove@gov.ab.ca); Sarah Garcia; Steve Loutitt (Steve\_loutitt@gov.nt.ca); Taylor J Rossetti (taylor.rossetti@wyo.gov); Terri Albertson; McClellan, Tom; vern.janz@gov.yk.ca; William Duran (william.duran@state.nm.us); Barry Bratt (barry.bratt@state.co.us); Batiste, John; Danny Lugo (dlugo@azdps.gov); David J. Anderson (david.j.anderson@state.or.us); Dennis Osborn (dosborn@dps.state.nv.us); Esmeralda Falat (EFalat@chp.ca.gov); Jason G. Berry (jason.berry@wsp.wa.gov); Jason Hildenstab (jhildenstab@mt.gov); Laughlin,

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- name
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- a picture

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And while I have you . . . please consider making a donation for this year's charity auction. Proceeds benefit the Washington State Patrol Memorial Foundation. The Foundation provides financial assistance to Washington State Patrol employees who become disabled in the line of duty, surviving spouses and children of Fallen Officers and employees who die in the line of duty, and families of employees impacted by catastrophic injury or illness. Bring your donation with you to Seattle or ship it to Chris Anthony, Department of Licensing, 1125 Washington Street, SE, Olympia, WA 98507. The silent auction will be held on Wednesday, May 24.

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Sheila

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**To:** OBrien, Audrey K (DOA)

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

# Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

**To:** DOA DMV IT notices

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

# Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

To: Nolen, David B (DOA)

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

# Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

**To:** Brosnan, Patrick P (DOA)

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

# Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

**To:** DOA DMV Managers

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

# Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

**To:** Peters, Mina L (DOA)

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

# Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

From: Dsa, Pamela <pdsa@aamva.org>
Sent: Thursday, April 27, 2017 6:47 PM

To: Tham, Nichole M (DOA)

Subject: RE: CSTIMS Alaska

Of course, Nicole. I'll have someone take a look first thing in the morning.

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Tuesday, April 25, 2017 4:49 PM **To:** Dsa, Pamela <pdsa@aamva.org>

Subject: FW: CSTIMS Alaska

Hi Pam,

I haven't heard back from the helpdesk yet regarding assistance with CSTIMS. Is there a better point of contact for refreshing or updating user accounts? I was able to log in a while back but since Alaska has not had the resources to do much with CSTIMS until now, it seems I'm deactivated. We've received CDL PI grant funds to dedicate a position to CSTIMS so I'm trying to get administrator access restored so we can hit the ground running after recruitment in about 2-3 weeks.

Thanks,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Gollos, Hal [mailto:HGollos@aamva.org]
Sent: Monday, April 24, 2017 10:01 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: CSTIMS Alaska

Hello Nichole,

Attached is a copy of the Agreement and the Modification extending until 09/30/17.

Also, I've copied Pam Dsa, CSTIMS Program Manager, on your question about updating the contacts and user access. I think the Help Desk is the best way to proceed however if you haven't heard back from them regarding your question perhaps Pam can direct you in the right direction or provide guidance herself.

### Regards,

Hal Gollos Director, Contracts Administration American Association of Motor Vehicle Administrators 4401 Wilson Boulevard, Suite 700 Arlington, VA 22203

703-908-8286 Office 703-997-6460 eFax hgollos@aamva.org

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Friday, April 21, 2017 3:05 PM **To:** Gollos, Hal < <u>HGollos@aamva.org</u>>

Subject: CSTIMS Alaska

Hello Mr. Gollos,

I'm writing to obtain another copy of the executed modification to the AAMVA/Alaska CSTIMS agreement expiring 9/30/2017. Additionally I'm seeking assistance with updating the Alaska CSTIMS ROOSTR contacts and updating user access. I've sent a request to the AAMVA helpdesk regarding user access, but if there's a better contact for general CSTIMS questions or jurisdiction support, please let me know.

Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2
Lauren Whiteside
907-269-5129
lauren.whiteside@alaska.gov

Thank you,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: NmvtisReports@aamva.org
Sent: Friday, April 28, 2017 3:10 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170427.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK)

for 4/27/2017

Run Date: 4/28/20

nvironment: Producti

Page: 1

Duplicate VINs Created By ALASKA

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: 5406 (Number Of Duplicate Titles:2)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	5406	ALASKA	5067985	DODG/1978	4/27/2017	4/27/2017	Interactive Change Title
History #1	5406	ALASKA	4175469	DODG/1978	7/2/2013	7/2/2013	Interactive Change Title
History #2	5406	ALASKA	2586390	DODG/1978	4/18/2007	10/17/2010	Batch Add of Title
Current	5406	MASSACHUSETTS	AR928900	MORG/1964	9/4/1998	8/7/2005	Batch Add of Title

1

Number Of Addition to Existing Duplicates Created 1

Total Number Of Duplicate VINs created:

From: NmvtisReports@aamva.org
Sent: Friday, April 28, 2017 3:14 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170427.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

4/28/2017

Page: 1

4/27/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: Prior, Sheila <sprior@aamva.org> Sent: Friday, April 28, 2017 6:23 AM To: Thompson, Marla R (DOA)

Subject: RE: Gender

Marla,

Thanks much. At this point, we've secured the panel of speakers. We would however, appreciate the option to call on you from the podium to provide an update on Alaska's activities. Would that work for you?

**Thanks** 

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Wednesday, April 26, 2017 4:57 PM To: Prior, Sheila <sprior@aamva.org>

Subject: FW: Gender

Hi, We did some research and I can speak to the Gender issue.

Thanks, Marla

From: Tham, Nichole M (DOA)

Sent: Wednesday, April 26, 2017 3:43 PM

To: Thompson, Marla R (DOA) < marla.thompson@alaska.gov >

Subject: FW: Gender

Hi Marla,

1

Does the summary Jayson prepared meet your needs? If not, let me know what more you need.

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



This email contains information which may be confidential and privileged. Unless you are the intended addressee, you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the email in error, please delete this email and notify its sender.

**From:** Whiteside, Jayson O (DOA) **Sent:** Tuesday, April 25, 2017 3:29 PM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: Gender

Hi Nichole,

In essence, the case originated because DMV relied upon an SOP that did not have specific regulatory authority to back it up. In this particular case, K.L. applied for a license renewal where a name change and a change on the gender identifier took place. DMV issued the license and then later recalled it after realizing there was no documentation to support the gender change (which SOP required, at that time). K.L. then applied for an administrative hearing to contest the cancellation action, where after the hearing the DMV concluded that the SOP relied upon was a regulation that was not promulgated in accordance with the Administrative Procedure Act of AS 44.62. Therefore, the DMV could not rely on certain parts of SOP (specifically D-24) and had no authority to change the sex on K.L.'s license. The hearing officer found that since DMV didn't have the authority to change the gender on the license, the license was issued in error and the cancellation statute applied. K.L.'s license was cancelled and she appealed the decision.

DMV at this point did not have any regulatory or statutory authority to change the sex on a license. The Courts found, on appeal, that the hearing officer was correct in finding the license was issued in error due to the lack of authority to change the gender on K.L.'s license. However, the absence of any regulation allowing licensees to change the sex designation on their driver's license impermissibly infringes on a constitutionally-protected zone of privacy. Having concluded that the DMV's scheme impermissibly interfered with K.L.'s right to privacy, the DMV was ordered to adopt a new regulation, in accordance with the safeguards provided by the APA, and provided a procedure allowing licensees to change the sex designation on their driver's license.

DMV shortly thereafter introduced regulation changes to 2 AAC 90.480 and 90.880 which provided language specific to the requirements before changing the "physical description" on a license or identification card. This regulation became effective August 11, 2012.

JW

Jayson Whiteside Hearing Officer Phone: (907) 269-3770 Fax: (907) 269-3774 From: Tham, Nichole M (DOA)

Sent: Tuesday, April 25, 2017 11:14 AM

To: Whiteside, Jayson O (DOA) < jayson.whiteside@alaska.gov >

Subject: FW: Gender

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Let me know,

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From: Thompson, Marla R (DOA)

Sent: Thursday, April 20, 2017 10:47 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov > Cc: Johnson, Amy J (DOA) < amy.johnson1@alaska.gov >

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Cc: Johnson, Amy J (DOA) < <u>amy.johnson1@alaska.gov</u>>

Subject: RE: Gender

Short answer-yes, gender can be changed with certain documentation. The current process was a result of the outcome of the case. I can have an overview ready by the end of next week, if that is soon enough?

Nichole Tham
Driver Services Manager
907-269-3775 voice
907-269-3774 fax



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K.L., Appellant, v. STATE of Alaska, DEPARTMENT OF ADMINISTRATION, DIVISION OF MOTOR VEHICLES, Appellee.

March 12, 2012.

Background: Male-to-female transgendered person appealed the decision of an Administrative Hearing Officer (AHO) which found, inter alia, that the Department of Administration, Division of Motor Vehicles (DMV) lacked the authority to change the sex designation on a driver's license.

Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574



From: Thompson, Marla R (DOA) Sent: Friday, April 28, 2017 7:01 AM

To: Prior, Sheila Subject: Re: Gender

Absolutely! I'm probably too new to be on a panel! Happy to contribute though.

Sent from my iPhone

On Apr 28, 2017, at 6:23 AM, Prior, Sheila <<u>sprior@aamva.org</u>> wrote:

Marla,

Thanks much. At this point, we've secured the panel of speakers. We would however, appreciate the option to call on you from the podium to provide an update on Alaska's activities. Would that work for you?

Thanks

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

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<image001.jpg>

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3

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Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574



From: Chandrasekharan, Madhu < MChandrasekharan@aamva.org>

**Sent:** Friday, April 28, 2017 8:20 AM

To: 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick';

JoLynn Peck; Russell Casler; Peters, Mina L (DOA); Dsa, Pamela; Jordaan, Loffie; Stephens,

Melinda; AAMVA Receptionist; Jain, Vikas

**Cc:** Cashin, Cian

**Subject:** RE: CDLIS Proposal Review Committee Monthly Meeting

**Attachments:** 2017-04-25 PRC Meeting Minutes.docx

#### Good Morning,

Please find attached the meeting notes from our call on 4-25. This is also uploaded to the CDLIS WG SharePoint site along with the meeting recording.

Thanks, Madhu

-----Original Appointment-----

From: Chandrasekharan, Madhu

Sent: Monday, April 24, 2017 12:54 PM

To: Chandrasekharan, Madhu; 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick';

JoLynn Peck; Russell Casler; 'Peters, Mina L (DOA)'; Dsa, Pamela; Jordaan, Loffie; Stephens, Melinda; AAMVA

Receptionist; Jain, Vikas

Cc: Cashin, Cian

Subject: CDLIS Proposal Review Committee Monthly Meeting

When: Tuesday, April 25, 2017 11:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Conference Room Monte Carlo 4-6

We will have April's meeting tomorrow as planned earlier.

\_\_\_\_\_\_

**CDLIS Proposal Review Committee Monthly Meeting** 

Purpose: Review upcoming change proposals and discussion topics

Please join my meeting from your computer, tablet or smartphone.

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Access Code: 704-935-925

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1

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safe drivers safe vehicles secure identities saving lives!

# **Meeting Name**

**CDLIS Proposal Review Committee** 

Date(s) and Time of Meeting: Tuesday April 25th 2017, 11:00-12:30 EDT

**Agenda Prepared By: Madhu Chandrasekharan** 

**Location: GoToMeeting** <a href="https://global.gotomeeting.com/join/704935925">https://global.gotomeeting.com/join/704935925</a>

**Type:** □ Conference Call (instructions below) ⊠ Online Meeting (instructions below)

**Dial In Information:** Dial +1 (646) 749-3122, Access Code: 704-935-925

**Purpose of Meeting:** The purpose of this meeting is to discuss the items listed below under 'Meeting Agenda' with the CDLIS Working Group.

### **Meeting Attendance:**

Name	Jurisdiction/Organization	Attended
Andy Frey	lowa	$\boxtimes$
Patrick McJannet	Montana	$\boxtimes$
Kami Beers	Delaware	$\boxtimes$
Amy Anthony		$\boxtimes$
JoLynn Peck	Michigan	$\boxtimes$
Russ Casler	Oregon	
Mina Peters	Alaska	$\boxtimes$
Pam Dsa	AAMVA	
Loffie Jordaan		
Mindy Stephens		$\boxtimes$
Ashish Regmi		
Madhu Chandrasekharan		

4401 WILSON BLVD. SUITE 700. ARLINGTON VA. 22203 | 703.522.4200 | aamva.org

Vikas Jain	
Cian Cashin	$\boxtimes$

### Meeting Schedule/Agenda:

a.	S2S Implementations
b.	Truncation and Transliteration indicators in CD3120 mins  • Removal of the truncation and transliteration indicators in CD31 report.
c.	FMCSA survey for NRII mini specifications20 mins
d.	CDL Coordinators Meeting Feedback15 mins
e.	Drug and Alcohol Clearing House

### **Notes, Decisions, Issues:**

- > Issue: S2S Implementation Schedule: Madhu Chandrasekharan briefly mentioned recent and upcoming S2S state deployments:
  - Alaska deployed in January
  - Arizona went live in February
  - Mississippi is expected to go-live in June.
- ▶ Issue: Removal of truncation and transliteration indicators from the FMCSA CD31 report—AAMVA has recommended removing the truncation and transliteration indicators from the CD31 report that AAMVA delivers to FMCSA, as they do not provide much value. This information will still appear in the summary report, but it will not be forwarded to FMCSA. Vikas Jain indicated that AAMVA is currently working on a change proposal (CP) for this change; once completed, the PRC can review it at the next PRC Meeting. AAMVA will then take

the CP to the full CDLIS Working Group for approval. Once the CDLIS Working Group has approved it, it was be discussed with FMCSA.

**Q:** Can a state still check for this information?

**A:** (Madhu)—Yes the information will still be available in the pointers, but will not be in the reports sent this will relieve states of the responsibility of having the explain them.

Q: (A. Frey)—Has FMCSA been informed?

**A:** (Vikas)—Yes, FMCSA is aware, but has not officially signed off on the change. (They are waiting on the change proposal.)

Note that there is no programming work related to this change on the part of the states; this change simply affects the report delivered to FMCSA.

**Decision:** All PRC attendees tentatively approved the CP to remove the indicators from the FMCSA CD31 report, pending review at the next PRC meeting.

**Action:** Vikas to prepare the CP for removing truncation and transliteration indicators from the FMCSA CD31 report. It will be reviewed at the next PRC meeting.

Issue: FMCSA NRII mini-specifications survey—FMCSA has developed a survey for states to provide feedback on the "mini-specification" approach to development for the NRII project. They send it to AAMVA for comment, and AAMVA has shared it with the WG. Andy Frey was concerned that the survey questions are imprecise and perhaps not very useful. States, however, cannot make changes since it was developed and is administered by FMCSA. Attendees generally agreed with the points Andy raised in an email about the survey.

**Q:** (Mina Peters)—Some states may decide to use the mini-specifications instead of waiting for the full specification. (Mina's state [Alaska] will begin programming based on the mini-specifications.) Will all survey responses go directly back to FMCSA or will AAMVA first review them and the make an recommendation to FMCSA?

**A:** Initially, it was agreed that all survey results should go directly to FMCSA.

Although the mini-specifications are intended to promote early testing of each transaction in hopes of states discovering issues early on, they are by no means final. States should base their planning for the full system design and testing on the final, full system specification.

Mindy Stephens: AAMVA expects that the PRC members should reach out to their representative states and send the results back to Mindy and Madhu, who will compile them in an Excel spreadsheet. Mindy will then forward the results to FMCSA. PRC members are also welcome to add questions. Mindy conceded that she does not expect many states to respond.

Patrick also agreed that some questions—such as: how long will your development and deployment take?—were difficult to answer accurately. (Modernization, for example, will slow them down and is a wildcard.) A better question would be: what are your concerns about the implementation?

Mindy noted that it is not a good idea to have FMCSA find out later that the PRC or AAMVA added questions to their own survey, since it may suggest that the PRC is trying to undermine the survey. Knowing that, it is important that FMCSA gets feedback from the states to decide to extend the implementation timeline (which is why they have created the survey).

Mindy suggested that PRC representatives reach out to their represented states and explain the reasons why AAMVA is issuing mini-specifications (i.e., the full specification as smaller, daft specifications, in stages), instead of a full specification all at once. Also, PRC representatives should mention their recommendations. This approach perhaps would eliminate any confusion and may increase state participation in taking the survey.

**Decision:** The PRC decided to distribute the FMCSA survey as is, but give the states ability to comment and provide feedback.

**Action:** The FMCSA survey that Mindy will distribute to the states will include a field for states to respond and provide feedback—i.e., for each survey question, the introduction information and question will be left as is, but the question will include a comments/feedback field: "does your state have any additional questions or comments for FMCSA about this survey question?" Mindy will distribute the revised FMCSA survey to CDLIS Working Group states by close of business Thursday (April 27th). States would have two weeks (until May 11th) to respond.

- Issue: NRII Transaction 3 survey responses—Madhu posted a survey on the CDLIS Working Group Sharepoint site for approval of the mini-specification for NRII Transaction 3, MEC Inquiry. She urges PRC representatives to respond to that survey.
- Issue: CDL Coordinators Meeting feedback—The discuss turned to feedback on the CDL Coordinators Meeting held last week in St. Louis.

**Q:** Andy Frey was concerned that attendees of the meeting were unaware of the existence of the CDLIS Working Group. How can we improve awareness and participation in the CDLIS Working Group?

**A:** States need to be made aware who their representative is on the CDLIS Working Group, what function the group fulfills, and what issues they handle.

**A:** Perhaps distributing the map that Pam Dsa displayed at the CDL Coordinator's Meeting would help participants get a better idea.

**Q:** (Andy Frey)—What would be a good way to increase state participation (e.g., for the survey) other than calling out representatives individually? (Andy does not encourage publically identifying non-participating members.)

### Some suggestions:

Contacting non-participating members is the only way to bolster participation. If we do
not reach out to them individually, then perhaps we need to ask them who else they
could recommend that would have time to participate in the CDLIS Working Group
meetings.

- Each PRC member take the states for a non-participating working group member and contact the representatives from those state to encourage participation.
- PRC representatives should address the issue of whether information is being distributed to the CDLIS Working Group members; CDLIS Working Group members should follow up and see that they are getting feedback from their states.
- For those cases in which a state never participates or responds, the CDLIS Working Group or AAMVA needs to update the contact information (perhaps it's the wrong email address), or find another (more responsive) contact for that state.
- Have AAMVA (as well as the state representatives) send out communications to CDLIS
  Working Group members. Response rate sometimes is better if the request comes from
  AAMVA.
- Distribute a quarterly summary that recaps upcoming events and future events each quarter. (This was suggested before during the development of a communications plan, but no one allocated the time and resources to compile and distribute the report.)
- Madhu suggested that when AAMVA sends out a survey, it should specifically ask the recipient to direct us to someone who may be a more appropriate contact.
- Send follow up reminders directly to those state who have not responded to surveys.
- Re-emphasize responsibilities spelled out in the Charter.

Some suggested action to improve CDLIS Working Group Meeting participation are:

- Action: Mindy to send to PRC members an email that identifies to point at which AAMVA discontinued the development of the communications plan for the CDLIS Working Group. AAMVA and the PRC can then pick up where it left off in the development of that plan.
- **Action:** Patrick, who will be travelling next week to Region IV, will contact the California CDLIS Working Group representative and let him/her know that the CDLIS Working Group is there to help and is looking forward to their future participation.
- Action: AAMVA to wait for survey results and then reach out to states who have not responded.
- **Action:** Madhu to work with Andy on how best to coordinate with CDLIS Working Group member states who are not active at all in the CDLIS Working Group.
- > Issue: drug alcohol clearing house—PRC members expressed concern about the requirement of what action needs to be taken by the states.

The CDLIS Working Group would like to draf a document that is sent to FMCSA.

Andy is unsure that the entire CDLIS Working Group can participate, but he would like to see Russ Casler (Oregon) continue in his efforts. Andy will share more information as he receives it. (The PRC will continue discussions on this topic at the next PRC Meeting.)

Patrick McJannet: As the final rule says, the intent was to have state do something that they do not have the authority to do—there is no requirement for the state to actually take any action, unless the state suggests an amendment to the rule and post the amendment for comment, which is similar to proposing another rule.

Mina Peters: Perhaps states should simply make their inquiry and let the employer handle the matter from there.

Because state do not have the authority to enforce the rule, and because it does not indicate explicitly the action a state is to take and what information needs to be posted to the driver's record, the state's role is unclarified. The rule does not specify who has the authority of enforcement. Unless states are simply required to make an inquiry, FMCSA needs to define clearly what enforcement action needs to be taken and who has the authority to take that action.

The rule does not mention what state are required to perform after making the inquiry.

Also if a state makes inquiry, what should the inquiry indicate? Should it show that the driver failed a drug test, failed to report for a drug test, are the test results skewed or inaccurate? There are many findings and inquiry can retrieve that are not specified in the rule. The rule is ambiguous and incomplete.

**Action:** Madhu to review the rule in and provide a list of concerns about this issue for the PRC to discuss at next week's meeting.

[56:02] Automatic transmission restriction—i.e., whether FMCSA will upgrade or add an endorse to renew the restriction: FMCSA seemed to have concern for the problems state had in implementing the restriction. Hopefully FMCSA will reevaluate the restriction and consider the states' concerns. (As an aside, State is not implementing the restriction until FMCSA provides state with a finding. Delaware did get a finding.)

[57:35] Endorsement-specific restriction: One issue discussed at the CDL Coordinators Meeting was creating an "endorsement-specific restriction," which all a state to restrict a specific endorsement for an automated transmission. But to make that work, another restriction would need to be developed that is specific for that endorsement.

### Past Action Items—

- Reach out to Pam Dsa to discuss the possibility of having face-to-face meetings for the CDLIS Working
   Group as an incentive of membership —this issue is still under discussion.
- Update Medical Variance Validation Issues slides based on conversation Madhu is still working on this issue.

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Past Action Items	Assigned To	Status

1.	Reach out to Pam Dsa to discuss the possibility of having face-to-face meetings for the CDLIS Working Group as an incentive of membership	M. Chandrasekharan	In Progress
2.	Update Medical Variance Validation Issues slides based on conversation	M. Chandrasekharan	In Progress
	New Action Items		
3.	AAMVA to prepare a CP for removing truncation and transliteration indicators from the FMCSA CD31 report for review at the next PRC meeting	V. Jain	In Progress
4.	AAMVA will modify the FMCSA mini-specification survey to include a field for states to respond and provide feedback before distributing it to the states. AAMVA will distribute the revised FMCSA survey to CDLIS Working Group states by close of business Thursday (April 27th). States would have two weeks (until May 11th) to respond.	M. Stephens	In Progress
5.	AAMVA and PRC meeting attendees will follow up on action items above to improve CDLIS Working Group Meeting participation.	AAMVA/PRC Attendees	In Progress

Next Meeting: Tuesday May 2<sup>nd</sup> 2017, 11:00-12:30 EDT

From: Chandrasekharan, Madhu < MChandrasekharan@aamva.org>

**Sent:** Friday, April 28, 2017 8:23 AM

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Loffie; Stephens, Melinda; Jain, Vikas; Cashin, Cian

Cc: AAMVA Receptionist

Subject: RE: CDLIS Proposal Review Committee Monthly Meeting

**Attachments:** 20170502 PRC Agenda.docx

Attached is the Meeting Agenda for the PRC meeting on May 2<sup>nd</sup>.

Have a great weekend!

Thanks, Madhu

-----Original Appointment-----**From:** Chandrasekharan, Madhu

Sent: Tuesday, March 14, 2017 9:30 AM

**To:** Chandrasekharan, Madhu; 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick'; JoLynn Peck; Russell Casler; 'Peters, Mina L (DOA)'; Regmi, Ashish; Dsa, Pamela; Jordaan, Loffie; Stephens, Melinda; Jain,

Vikas; Cashin, Cian Cc: AAMVA Receptionist

Subject: CDLIS Proposal Review Committee Monthly Meeting

When: Tuesday, May 2, 2017 11:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: GoToMeeting

CDLIS Proposal Review Committee Monthly Meeting

Purpose: Review upcoming change proposals and discussion topics

Please join my meeting from your computer, tablet or smartphone.

https://global.gotomeeting.com/join/704935925

You can also dial in using your phone. United States: +1 (646) 749-3122

Access Code: 704-935-925

First GoToMeeting? Try a test session: <a href="http://help.citrix.com/getready">http://help.citrix.com/getready</a>

Thank you,

Madhu Chandrasekharan Sr. Business Analyst | AAMVA

1

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# **Meeting Name**

**CDLIS Proposal Review Committee** 

·
Date(s) and Time of Meeting: Tuesday April 25 <sup>th</sup> 2017, 11:00-12:30 EDT
Agenda Prepared By: Madhu Chandrasekharan
Location: GoToMeeting https://global.gotomeeting.com/join/704935925
Type: ☐ Conference Call (instructions below) ☒ Online Meeting (instructions below)
Dial In Information: Dial +1 (646) 749-3122 Access Code: 704-935-925

Purpose of Meeting: The purpose of this meeting is to discuss the items listed below under 'Meeting Agenda' with the CDLIS Working Group.

### **Meeting Attendance:**

Meeting Attendance.		
Name	Jurisdiction/Organization	Attended
Andy Frey	lowa	
Patrick McJannet	Montana	
Kami Beers	Delaware	
Amy Anthony		
JoLynn Peck	Michigan	
Russ Casler	Oregon	
Mina Peters	Alaska	
Pam Dsa	AAMVA	
Loffie Jordaan		
Mindy Stephens		
Ashish Regmi		
Madhu Chandrasekharan		

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Vikas Jain		
Cian Cashin		
Meeting Schedule/Agenda:		
a. S2S Implementations  Idaho – August 21st South Dakota – Octo Nebraska – October Wyoming – November Virginia – December Delaware – December Alaska – January 29t Arizona – February 20t Mississippi - June 20t	r 20 <sup>th</sup> 1 <sup>th</sup> r 18 <sup>th</sup> 6th (14th state to join S2S)	01 min

b. Review CP-389......30 mins
Removal of the truncation and transliteration indicators in CD31 report.

c. Drug and Alcohol Clearing House......45 mins

• Comments/Concerns about the document

#### Action Itams

**Notes, Decisions, Issues:** 

Action Item	Assigned To	Status
Reach out to Pam to discuss the possibility of having F2F meetings for the CDLIS WG as an incentive of membership	Madhu	In Progress
Update Medical Variance Validation Issues slides     based on conversation	Madhu	In Progress
<ol> <li>AAMVA to prepare a CP for removing truncation and transliteration indicators from the FMCSA CD31 report for review at the next PRC meeting</li> </ol>	Vikas	In Progress
4. AAMVA will modify the FMCSA mini-specification survey to include a field for states to respond and provide feedback before distributing it to the states. AAMVA will distribute the revised FMCSA survey to CDLIS Working Group states by close of business Thursday (April 27th). States would have two weeks (until May 11th) to respond.	Mindy	In Progress
5. AAMVA and PRC meeting attendees will follow up on action items above to improve CDLIS Working Group Meeting participation.	AAMVA/PRC	In Progress

Next Meeting: Tuesday June 6th 2017, 11:00-12:30 EDT

**From:** Tham, Nichole M (DOA) **Sent:** Friday, April 28, 2017 8:27 AM

To: 'Dsa, Pamela' Subject: RE: CSTIMS Alaska

Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Dsa, Pamela [mailto:pdsa@aamva.org]
Sent: Thursday, April 27, 2017 6:47 PM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: CSTIMS Alaska

Of course, Nicole. I'll have someone take a look first thing in the morning.

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Tuesday, April 25, 2017 4:49 PM **To:** Dsa, Pamela pdsa@aamva.org>

Subject: FW: CSTIMS Alaska

Hi Pam,

I haven't heard back from the helpdesk yet regarding assistance with CSTIMS. Is there a better point of contact for refreshing or updating user accounts? I was able to log in a while back but since Alaska has not had the resources to do much with CSTIMS until now, it seems I'm deactivated. We've received CDL PI grant funds to dedicate a position to CSTIMS so I'm trying to get administrator access restored so we can hit the ground running after recruitment in about 2-3 weeks.

Thanks,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Gollos, Hal [mailto:HGollos@aamva.org]

Sent: Monday, April 24, 2017 10:01 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: CSTIMS Alaska

Hello Nichole,

Attached is a copy of the Agreement and the Modification extending until 09/30/17.

Also, I've copied Pam Dsa, CSTIMS Program Manager, on your question about updating the contacts and user access. I think the Help Desk is the best way to proceed however if you haven't heard back from them regarding your question perhaps Pam can direct you in the right direction or provide guidance herself.

Regards,

Hal Gollos

Director, Contracts Administration American Association of Motor Vehicle Administrators 4401 Wilson Boulevard, Suite 700 Arlington, VA 22203

703-908-8286 Office 703-997-6460 eFax hgollos@aamva.org

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Friday, April 21, 2017 3:05 PM **To:** Gollos, Hal < <u>HGollos@aamva.org</u>>

Subject: CSTIMS Alaska

Hello Mr. Gollos,

I'm writing to obtain another copy of the executed modification to the AAMVA/Alaska CSTIMS agreement expiring 9/30/2017. Additionally I'm seeking assistance with updating the Alaska CSTIMS ROOSTR contacts and updating user access. I've sent a request to the AAMVA helpdesk regarding user access, but if there's a better contact for general CSTIMS questions or jurisdiction support, please let me know.

Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2 Lauren Whiteside 907-269-5129

2

### lauren.whiteside@alaska.gov

Thank you,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Prior, Sheila <sprior@aamva.org> Sent: Friday, April 28, 2017 8:33 AM To: Thompson, Marla R (DOA)

Subject: RE: Gender

Great! Thanks!

Enjoy your weekend.

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Friday, April 28, 2017 8:01 AM To: Prior, Sheila <sprior@aamva.org>

Subject: Re: Gender

Absolutely! I'm probably too new to be on a panel! Happy to contribute though.

Sent from my iPhone

On Apr 28, 2017, at 6:23 AM, Prior, Sheila <<u>sprior@aamva.org</u>> wrote:

Marla,

Thanks much. At this point, we've secured the panel of speakers. We would however, appreciate the option to call on you from the podium to provide an update on Alaska's activities. Would that work for you?

Thanks

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

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From: Thompson, Marla R (DOA) [mailto:marla.thompson@alaska.gov]

Sent: Wednesday, April 26, 2017 4:57 PM To: Prior, Sheila <sprior@aamva.org>

Subject: FW: Gender

Hi, We did some research and I can speak to the Gender issue.

Thanks, Marla

From: Tham, Nichole M (DOA)

Sent: Wednesday, April 26, 2017 3:43 PM

To: Thompson, Marla R (DOA) < <u>marla.thompson@alaska.gov</u>>

Subject: FW: Gender

Hi Marla,

Does the summary Jayson prepared meet your needs? If not, let me know what more you need.

Sincerely,

Nichole Tham **Driver Services Manager** 907-269-3775 voice 907-269-3774 fax

<image001.jpg>

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From: Whiteside, Jayson O (DOA) Sent: Tuesday, April 25, 2017 3:29 PM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov >

Subject: RE: Gender

Hi Nichole,

In essence, the case originated because DMV relied upon an SOP that did not have specific regulatory authority to back it up. In this particular case, K.L. applied for a license renewal where a name change and a change on the gender identifier took place. DMV issued the license and then later recalled it after realizing there was no documentation to support the gender change (which SOP required, at that time). K.L. then applied for an administrative hearing to contest the cancellation action, where after the hearing the DMV concluded that the SOP relied upon was a regulation that was not promulgated in accordance with the Administrative Procedure Act of AS 44.62. Therefore, the DMV could not rely on certain parts of SOP (specifically D-24) and had no authority to change the sex on K.L.'s license. The hearing officer found that since DMV didn't have the authority to change the gender on the license, the license was issued in error and the cancellation statute applied. K.L.'s license was cancelled and she appealed the decision.

DMV at this point did not have any regulatory or statutory authority to change the sex on a license. The Courts found, on appeal, that the hearing officer was correct in finding the license was issued in error due to the lack of authority to change the gender on K.L.'s license. However, the absence of any regulation allowing licensees to change the sex designation on their driver's license impermissibly infringes on a constitutionally-protected zone of privacy. Having concluded that the DMV's scheme impermissibly interfered with K.L.'s right to privacy, the DMV was ordered to adopt a new regulation, in accordance with the safeguards provided by the APA, and provided a procedure allowing licensees to change the sex designation on their driver's license.

DMV shortly thereafter introduced regulation changes to 2 AAC 90.480 and 90.880 which provided language specific to the requirements before changing the "physical description" on a license or identification card. This regulation became effective August 11, 2012.

JW

Jayson Whiteside Hearing Officer Phone: (907) 269-3770 Fax: (907) 269-3774

From: Tham, Nichole M (DOA)

Sent: Tuesday, April 25, 2017 11:14 AM

To: Whiteside, Jayson O (DOA) < jayson.whiteside@alaska.gov >

Subject: FW: Gender

Hi Jayson,

Here's a small project that trumps the law library visit. Do you already know about this or would you need to look at the file? I think a one page summary of the main points is sufficient.

Let me know,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

<image001.jpg>

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From: Thompson, Marla R (DOA)

Sent: Thursday, April 20, 2017 10:47 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov > Cc: Johnson, Amy J (DOA) < amy.johnson1@alaska.gov >

Subject: RE: Gender

Sure! That would be great!

From: Tham, Nichole M (DOA)

Sent: Thursday, April 20, 2017 10:43 AM

**To:** Thompson, Marla R (DOA) < <u>marla.thompson@alaska.gov</u>>

Cc: Johnson, Amy J (DOA) < amy.johnson1@alaska.gov>

Subject: RE: Gender

Short answer-yes, gender can be changed with certain documentation. The current process was a result of the outcome of the case. I can have an overview ready by the end of next week, if that is soon enough?

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

<image001.jpg>

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From: Thompson, Marla R (DOA)

Sent: Thursday, April 20, 2017 10:18 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov > Cc: Johnson, Amy J (DOA) < amy.johnson1@alaska.gov >

Subject: Gender

Hi I'm going to AAMVA event in May and they are asking about this case and the effect on our agency. Any comments? I looked at the SOP and we do change the gender based on the documentation they provide?

K.L., Appellant, v. STATE of Alaska, DEPARTMENT OF ADMINISTRATION, DIVISION OF MOTOR VEHICLES, Appellee.

March 12, 2012.

Background: Male-to-female transgendered person appealed the decision of an Administrative Hearing Officer (AHO) which found, inter alia, that the Department of Administration, Division of Motor Vehicles (DMV) lacked the authority to change the sex designation on a driver's license.

Marla Thompson Director, Division of Motor Vehicles State of Alaska 907-269-5574 From: Hanchulak, Denise < DHanchulak@aamva.org >

**Sent:** Friday, April 28, 2017 8:42 AM

**Subject:** Motorcycle Survey of the Jurisdictions Extension

\*\*If you returned your states 2016 Motorcycle survey, please disregard this email.

Hello~

Attached you will find the 2016 AAMVA Motorcycle Licensing and Registration Survey of the Jurisdictions. The survey addresses motorcycle licensing, permits, registration, rider education, handbook, testing materials, examiner training and oversight, etc. The survey is lengthy and will probably need to be distributed to the appropriate department/agency for response. Upon completion, the information collected will be available to all jurisdictions.

Please complete the survey using 2016 information and return it to AAMVA by May 25th.

Thank you in advance for your assistance in completing this information. Please feel free to contact me if you have any questions.

Regards,

Denise Hanchulak
Program Director, Certification & Standards
AAMVA
4401 Wilson Blvd, Suite 700
Arlington, VA 22203
dhanchulak@aamva.org

Phone: (703) 908-5767 | Fax: (703) 908-2851 | Mobile: (703) 489-0143

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From: Hanchulak, Denise < DHanchulak@aamva.org>

**Sent:** Friday, April 28, 2017 9:01 AM

**Subject:** Recall: Motorcycle Survey of the Jurisdictions Extension

Hanchulak, Denise would like to recall the message, "Motorcycle Survey of the Jurisdictions Extension".

From: Hanchulak, Denise < DHanchulak@aamva.org >

**Sent:** Friday, April 28, 2017 9:02 AM

**Subject:** Motorcycle Survey of the Jurisdictions Extension

Attachments: AAMVA 2016 Motorcycle Survey of the States SMSA MSP Com.doc

Hello~

Attached you will find the 2016 AAMVA Motorcycle Licensing and Registration Survey of the Jurisdictions. The survey addresses motorcycle licensing, permits, registration, rider education, handbook, testing materials, examiner training and oversight, etc. The survey is lengthy and will probably need to be distributed to the appropriate department/agency for response. Upon completion, the information collected will be available to all jurisdictions.

Please complete the survey using 2016 information and return it to AAMVA by May 25th.

Thank you in advance for your assistance in completing this information. Please feel free to contact me if you have any questions.

Regards,

Denise Hanchulak
Program Director, Certification & Standards
AAMVA
4401 Wilson Blvd, Suite 700
Arlington, VA 22203
dhanchulak@aamva.org

Phone: (703) 908-5767 | Fax: (703) 908-2851 | Mobile: (703) 489-0143

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<sup>\*\*</sup>If you returned your states 2016 Motorcycle survey, please disregard this email.

## 2017 AAMVA/SMSA Motorcycle Licensing and Registration Survey

### **Reply Form**

From:	Phone:
Jurisdiction:	Date:
Agency:	Phone:
Address:	Email:

Please complete the survey using 2016 information and data. Respective sections may need to be distributed to the appropriate department/agency.

Thank you in advance for your assistance in compiling this information.

### PLEASE EMAIL OR MAIL YOUR COMPLETED SURVEY TO:

Ms. Denise Hanchulak AAMVA Programs Division 4401 Wilson Blvd, Suite 700 Arlington, VA 22203

dhanchulak@aamva.org

# **Motorcycle Licensing and Registration Survey – 2017**

# **MOTORCYCLE LICENSING**

AAMV	A/SMSA Motorcycle Licensing Survey 2 March 2017			
	Additional Comments:			
	first skills test? Yes No N/A If so, what is the waiting period?			
9.	Is there a required waiting period between obtaining a motorcycle permit and attempting the			
8.	How long is the motorcycle permit valid for?			
7.	What is the minimum age to apply for a motorcycle permit in the jurisdiction?			
	Additional Comments:			
	Yes No  (If no proceed to question 10) What is the fee for a permit?  Renewal fee for permit?			
6.	Does the jurisdiction issue a permit for the motorcycle licensing/endorsement process?			
Motorcycle Permits				
3.	what agency is responsible for issuing the motorcycle needse/endorsement:			
5	What agency is responsible for issuing the motorcycle license/endorsement?			
4.	Does the jurisdiction issue a restriction on the license/endorsement from operating a 3-wheel motorcycle if the applicant passes the skills test on a 2-wheel motorcycle?  Yes No Additional Comments:			
	Yes No Additional Comments:			
3.	3. Does the jurisdiction issue a restriction on the license/endorsement from operating a 2-wheel motorcycle if the applicant passes the skills test on a 3-wheel motorcycle?			
2.	Does the jurisdiction issue separate 3-wheel motorcycle licenses/endorsements?  Yes No Additional Comments:			
	Additional Comments:			
	Classifications used for motorcycle permit (if applicable):			
	Motorcycle Endorsement Classifications Used:			
	Motorcycle License Classifications Used:			
1.	Does the jurisdiction issue a:			

Document ID: 0.7.1187.73537-000001

10. Is there a required waiting period bet  Yes No N/A If  Additional Comments:	tween skills tests if the a so, what is the waiting p	* *
11. How many times can a motorcycle p new instructional permit?	ermit be renewed before	e the applicant must reapply for a
12. Do you track how many motorcycle license? Yes Additional Comments:	permits an applicant obt	ains before converting to a
13. Do you apply restrictions to the motor	orcycle permit?	es No
If yes for all ages, please check the check the appropriate corresponding		
daylight riding only	under 18 only	under 21 only
passenger restriction	under 18 only	under 21 only
no expressway riding	under 18 only	under 21 only
helmet required	under 18 only	under 21 only
protective gear required	under 18 only	under 21 only
high visibility clothing	under 18 only	under 21 only
mandatory headlight use	under 18 only	under 21 only
parent participation	under 18 only	under 21 only
supervised riding practice	under 18 only	under 21 only
no out-of-state travel	under 18 only	under 21 only
.01 BAC/Drug	under 18 only	under 21 only
parent consent (if applicable)	under 18 only	under 21 only
complete rider/driver Ed	under 18 only	under 21 only
engine size (e.g. cc size)	under 18 only	under 21 only
Other		
Please explain other restrictions.		
14. Are applicants for a motorcycle pern applying for a learner's permit?  Type of training required to complet Additional Comments:	Yes No	any type of training prior to N/A
MVA/SMSA Motorcycle Licensing Survey	3	March 2017

Document ID: 0.7.1187.73537-000001

15. Can the motorcycle permit requirement for an initial license/endorsement be waived?  Yes No N/A If yes, under what circumstances can it be waived?					
Additional Comments:	what circumstances can it be warved:				
16. Do you take revocation action for any alcohol of Yes No	ffense for motorcycle permit riders?				
17. Can an applicant apply for a motorcycle permit without having the basic or regular operator's license? Yes No If yes, please explain.					
18. How many motorcycle permits are issued in the	jurisdiction per year?				
19. What tests are required for issuance of a motorcycle permit?					
Vision	Skills				
Knowledge	other				
<b>Motorcycle Licenses/Endorsement Skills Test</b>					
20. Are applicants required to pass a motorcycle lice motorcycle license?	ensing skills test to obtain their initial				
21. What licensing skills test is used?					
Motorcycle Operator Skills Test (MOST)	Jurisdiction On-Road Test				
Alternate MOST	Other				
Rider Skills Test (RST)	Jurisdiction Created Skills Test				
22. Is there a required waiting period before <u>re-atter</u>	npting the skills test?				
Yes No N/A If so, what	is the waiting period?				
Additional Comments:					
23. How many times may an applicant attempt a ski	ills test on a motorcycle permit?				
N/A Additional Comments:					
24. Can remedial training be required if an applican	t fails the skills test several times?				
	the remedial training?				
Type of training:	C				
AAMVA/SMSA Motorcycle Licensing Survey	4 March 201				

Document ID: 0.7.1187.73537-000001

March 2017

25. List the exercises or skills that are par	t of the licensing skills test:					
Sharp Turn	Obstacle Swerve	U Turn in a box				
☐ Normal Stop	Cone Weave	Cornering				
Quick Stop	☐ Stalling	Other				
Turn from a Stop	Slow Ride					
Please explain other.						
26. What is the minimum and total score	for passing the licensing skills	s test?				
27. What is the pass-rate for successfully passing the skills/road test?						
Manual/Handbook /Knowledge Testing Materials						
28. Does the jurisdiction have a Motorcycle Operator's Manual or Handbook?  Yes No						
29. If yes, the information covers: 2-wheel 3-wheel Combined 2-wheel and 3-wheel						
30. Who created the Motorcycle Operator's Manual(s) or Handbook(s)?						
☐ AAMVA						
Motorcycle Safety Foundation (MSF)						
Sidecar/Trike Education Program (STEP)						
Jurisdiction Developed						
Other Explain:						
31. When was the last time the Motorcycle Operator's Manual(s) or Handbook(s) was reviewed and updated?						
32. How often is the Manual or Handbook reviewed and updated?						
33. Who reviews and updates the Manual or Handbook?						
34. Is this Manual or Handbook available:						
Online						
Paper (hardcopy)						
Both						
Other						

AAMVA/SMSA Motorcycle Licensing Survey

Document ID: 0.7.1187.73537-000001

March 2017

35. How many questions are on the motorcycle knowledge test?
36. What is the minimum and total score for passing the motorcycle knowledge test?
37. What is the pass-rate for successful completion of the motorcycle knowledge test?
38. Who developed the knowledge test?
Motorcycle Safety Foundation (MSF)
Jurisdiction Developed
Other Explain:
39. When was the last time the knowledge test was reviewed and updated?
40. How often is the knowledge test reviewed and updated?
41. Who reviews and updates the knowledge test?
Examiner Training/Oversight
42. Do you allow third party testing for a motorcycle license/endorsement? Yes No
N/A Additional Comments:
43. What is the total number of motorcycle examiners for the jurisdiction?
Jurisdictional examiners?
Third party examiners?
44. What is the total number of skills test sites in the jurisdiction?
Jurisdictional sites?
Third Party sites?
45. Do you require initial training for motorcycle examiners?
Number of hours classroom?
Number of hours skills?
46. Do you require refresher training for motorcycle examiners?
Number of hours classroom?
Number of hours skills?
How frequently?

47. Do you have a quality assurance program in place for motorcycle examiners?
Jurisdictional Examiners: Yes No Please explain:
Third Party Examiners: Yes No Please explain:
48. Does the agency currently audit jurisdictional examiners?  Yes No Please explain:
49. Does the agency currently audit Third Party examiners??
50. Does the jurisdiction require jurisdictional examiners to obtain a license/endorsement?  Yes No Please explain:
51. Does the jurisdiction require Third Party examiners to obtain a license/endorsement?  Yes No Please explain:
52. What agency is responsible for administering the motorcycle license knowledge test?
53. What agency is responsible for administering the motorcycle license skills/road test?  Rider Education
54. Do you have a rider education requirement?
☐ Yes ☐ under 18 only ☐ under 21 only ☐ all riders ☐ No
55. Does the jurisdiction waive the skills test for applicants with a rider education course completion card from your jurisdiction? Yes No / If yes: knowledge skills
56. Does the jurisdiction waive the skills test for applicants with a rider education course completion card from another jurisdiction? Yes No  If yes: knowledge skills Additional comments:
57. Do you waive the skills test for applicants with a rider education course completion card from the military?   Yes No If yes: knowledge skills Additional comments:

Document ID: 0.7.1187.73537-000001

58. If you accept rider education course completion cards, do you in any way verify the validity of the course completion card/holder?   Yes  No  N/A
If Yes, how? Additional Comments:
59. Do you record the completion of a rider education course on the applicant's driving record?  Yes No
60. Do you have a quality assurance program to ensure the rider education end-of-course tests are administered correctly?   Yes No If yes, how?
61. Do you issue a license waiver for completion of the experienced or advanced rider education courses or other type of courses for riders who have been riding, but have not completed the licensing process?  Yes  No  N/A  Please explain:
62. Do you provide motorcycle testing after-hours (evenings/weekends)?  Yes No
Motorcycle License/Registrations
63. What is the total number of <u>registered motorcycles</u> in your jurisdiction?
What is the total number of <u>registered automobiles</u> in your jurisdiction?
64. What is the total number of <u>licensed/endorsed motorcycle riders</u> in your jurisdiction?
What is the total number of <u>licensed automobile drivers</u> ?
65. Has your jurisdiction been able to determine your unlicensed rider population?  Yes No If yes, how many:
66. Has your jurisdiction compared your registration records against DL records to determine the
registered owners are properly licensed?  Yes No Notes:
67. Has your jurisdiction implemented any programs to assist in reducing the unlicensed rider population? Yes No If yes, please explain:
68. A motorcycle license is required for a motorcycle over what cc engine size? Please explain:

Document ID: 0.7.1187.73537-000001

69. What types of vehicles are <u>registered</u> as a motor	rcycle in your jurisdiction?
motorcycles	trikes (3-wheel)
sidecar motorcycles	modified 3-wheel
motor scooters	3-wheel (service vehicle)
mopeds (under 50cc)	4-wheel (service vehicle)
mopeds (over 50cc)	auto-cycles
mini-bikes	all-terrain vehicles
off-highway motorcycles	olf carts
other	
Mopeds	
70. Is a motorcycle endorsement/license required to	o operate a moped?
71. Do you test moped operators? Yes	No / If yes:  knowledge skills
72. Do you restrict moped operators to the use of m	nopeds only?
73. Have you seen an increase in moped usage/regi	strations? Yes No
Additional Information	
74. Has your jurisdiction taken steps on enforcing r	motorcycle licensing laws?
If yes, please explain:	
75. Do you have Graduated Driver's Licensing (GI Yes No If yes, please explain:	DL) for motorcycle operators?
Note: You may include this as an attachment if more space	is needed.
76. If no to question 75, has your jurisdiction consit (GDL) for motorcycle operators? Yes	dered any form of Graduated Driver's Licensing  No
77. Do you apply early intervention for motorcycle  Yes No If yes, please explain:	permit violations or crashes?
Note: You may include this as an attachment if more s	pace is needed.

Document ID: 0.7.1187.73537-000001

/8. Do you apply early intervention for motorcycle <u>license</u> violations or crashes?	
Yes No	
If yes, please explain:	
Note: You may include this as an attachment if more space is needed.	
79. Do you apply driver improvement sanctions for motorcycle operator violations.  Yes No If yes, please explain:	?
Note: You may include this as an attachment if more space is needed.	

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:47 AM

**To:** Peters, Mina L (DOA)

**Subject:** Idaho Scheduled Maintenance Saturday, April 29th, 2017

## Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Saturday, April 29th, 2017 from 9:00 AM ET to 1:30 PM ET. Idaho will be unavailable to process messages during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:48 AM
To: OBrien, Audrey K (DOA)

Subject: Idaho Scheduled Maintenance Saturday, April 29th, 2017

## Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Saturday, April 29th, 2017 from 9:00 AM ET to 1:30 PM ET. Idaho will be unavailable to process messages during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:48 AM

**To:** Nolen, David B (DOA)

**Subject:** Idaho Scheduled Maintenance Saturday, April 29th, 2017

## Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Saturday, April 29th, 2017 from 9:00 AM ET to 1:30 PM ET. Idaho will be unavailable to process messages during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:48 AM
To: Brosnan, Patrick P (DOA)

**Subject:** Idaho Scheduled Maintenance Saturday, April 29th, 2017

## Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:50 AM

**To:** DOA DMV IT notices

**Subject:** Idaho Scheduled Maintenance Saturday, April 29th, 2017

## Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:50 AM

To: DOA DMV Managers

**Subject:** Idaho Scheduled Maintenance Saturday, April 29th, 2017

## Jurisdictions:

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From: Dsa, Pamela <pdsa@aamva.org>
Sent: Friday, April 28, 2017 12:04 PM
To: Tham, Nichole M (DOA)

**Subject:** Re: CSTIMS Alaska

Is there a good time to reach you on Monday? We tried a few times today, but could not reach you. Have a good weekend!

On Apr 28, 2017, at 12:27 PM, Tham, Nichole M (DOA) <nichole.tham@alaska.gov> wrote:

Thank you!

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

<image001.jpg>

This email contains information which may be confidential and privileged. Unless you are the intended addressee, you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the email in error, please delete this email and notify its sender.

From: Dsa, Pamela [mailto:pdsa@aamva.org]
Sent: Thursday, April 27, 2017 6:47 PM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov >

Subject: RE: CSTIMS Alaska

Of course, Nicole. I'll have someone take a look first thing in the morning.

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Tuesday, April 25, 2017 4:49 PM **To:** Dsa, Pamela pdsa@aamva.org>

Subject: FW: CSTIMS Alaska

Hi Pam,

I haven't heard back from the helpdesk yet regarding assistance with CSTIMS. Is there a better point of contact for refreshing or updating user accounts? I was able to log in a while back but since Alaska has not had the resources to do much with CSTIMS until now, it seems I'm deactivated. We've received CDL PI grant funds to dedicate a position to CSTIMS so I'm trying to get administrator access restored so we can hit the ground running after recruitment in about 2-3 weeks.

Thanks.

Nichole Tham Driver Services Manager 907-269-3775 voice

1

#### 907-269-3774 fax

### <image001.jpg>

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From: Gollos, Hal [mailto:HGollos@aamva.org]

Sent: Monday, April 24, 2017 10:01 AM

To: Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: CSTIMS Alaska

Hello Nichole,

Attached is a copy of the Agreement and the Modification extending until 09/30/17.

Also, I've copied Pam Dsa, CSTIMS Program Manager, on your question about updating the contacts and user access. I think the Help Desk is the best way to proceed however if you haven't heard back from them regarding your question perhaps Pam can direct you in the right direction or provide guidance herself.

### Regards,

Hal Gollos Director, Contracts Administration American Association of Motor Vehicle Administrators 4401 Wilson Boulevard, Suite 700 Arlington, VA 22203

703-908-8286 Office 703-997-6460 eFax hgollos@aamva.org

From: Tham, Nichole M (DOA) [mailto:nichole.tham@alaska.gov]

**Sent:** Friday, April 21, 2017 3:05 PM **To:** Gollos, Hal < <u>HGollos@aamva.org</u>>

Subject: CSTIMS Alaska

Hello Mr. Gollos,

I'm writing to obtain another copy of the executed modification to the AAMVA/Alaska CSTIMS agreement expiring 9/30/2017. Additionally I'm seeking assistance with updating the Alaska CSTIMS ROOSTR contacts and updating user access. I've sent a request to the AAMVA helpdesk regarding user access, but if there's a better contact for general CSTIMS questions or jurisdiction support, please let me know.

Contact #1 Nichole Tham 907-269-3775 nichole.tham@alaska.gov

Contact #2

Lauren Whiteside 907-269-5129 lauren.whiteside@alaska.gov

Thank you,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax

<image001.jpg>

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:29 PM
To: OBrien, Audrey K (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:29 PM
To: Brosnan, Patrick P (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:30 PM

**To:** Peters, Mina L (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:30 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:30 PM

**To:** Nolen, David B (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:31 PM

**To:** DOA DMV Managers

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

## **Jurisdictions:**

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:33 PM

**To:** Peters, Mina L (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

AAMVA Operations has been informed that Alabama will be unavailable on Sunday, May 7, 2017, from 5:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:33 PM

**To:** Nolen, David B (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:34 PM
To: Brosnan, Patrick P (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:34 PM
To: OBrien, Audrey K (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:35 PM

To: DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:35 PM

To: DOA DMV Managers

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

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From: Dsa, Pamela <pdsa@aamva.org>
Sent: Friday, April 28, 2017 2:50 PM
To: Tham, Nichole M (DOA)
Subject: Accepted: AK CSTIMS

From:RegionalNews@aamva.orgSent:Friday, April 28, 2017 3:34 PMTo:Brosnan, Patrick P (DOA)Subject:Regional News - April 28, 2017

April 28, 2017



American Association of Motor Vehicle Administrators

aamva.org

movemag.org

#### **TWIRcast**



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## NMVTIS Law Enforcement Working Group Seeks Region I LE Jurisdiction Representative to Fill Vacancy

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The NMVTIS Law Enforcement Working Group operates under the auspices of the AAMVA Law Enforcement Standing Committee. The purpose of the Working Group is to expand NMVTIS awareness and usage among law enforcement and to improve the NMVTIS Law Enforcement Access Tool (LEAT) in collaboration with the Department of Justice, Bureau of Justice Administration.

For more information about the Working Group, please contact <u>Paul Steier</u>, 703.270.8932 or <u>Brian Ursino</u>, 703.350.5103. If you are interested in applying for the working group, please <u>complete the application</u> and send to Dianne Graham at <u>committees@aamva.org</u> by Friday May 5.

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\*Register for the following training sessions **HERE**.

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- 1 | CDLIS Reports A and B Part 1 (intermediate)
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  Transaction Reports (advanced)
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- **17 |** <u>CD04 State-to-State History</u> Request (intermediate)
- 18 | CDLIS: Improving Data Quality (basic)
- 23 | ACD Basic (basic)
- 24 | ACD Advanced (advanced)
- 25 | ACD Using Specific Codes (advanced)

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A bill to bring Maine into compliance with federal Real ID standards is headed to the governor's desk. On Tuesday, the Maine Senate gave final approval to legislation directing the Secretary of State's Office to begin designing next-generation driver's licenses and state-issued identification cards that meet the minimum security standards under Real ID. Read the article on www.pressherald.com.

## Pedestrians Represent 21 Percent of All Deaths In Car Crashes in Maryland

Maryland saw 111 pedestrians die in motor vehicle accidents last year, accounting for more than one-fifth of fatalities statewide involving motor vehicles. Officials with the Maryland Department of Transportation announced Wednesday at a news conference in Linthicum that 523 people were killed in automobile accidents in 2016, two more than 2015. Read the article in capitalgazette.com.

## Study: More People Are Driving Drugged Than Driving Drunk (Maryland)

Officials say these are unnecessary deaths on the roads.523 lives lost. Roadway fatalities in Maryland are at the highest level since 2009, that's according to preliminary 2016 data just released by the Maryland Department of Transportation. Read the article on abc2.com.

## Livery Cab Driver Accused Of Helping Applicants Cheat On Learner's Permit Exams (New York)

Nassau County cops say a professional cabbie was cheating on a written learner's permit test — charging new drivers to take the short quiz for them. Read the article on newyork.cbslocal.com.

## **REGION II NEWS**

## North Carolina DMV To Produce Optional Identification Cards

The state of North Carolina is about to begin production of its first optional licenses or identification cards. NCDMV announced Wednesday that it will begin on May 1 with production of the state's first REAL ID, which meets the security requirements of the federal REAL ID Act. Read the article on wnct.com.

# **DMV** Computer Glitch Reinstates Thousands of Suspended Licenses (Virginia)

A computer glitch at the Virginia Department of Motor Vehicles has allowed thousands of drivers back on the road when they shouldn't be. Read the article in www.nbc29.com.

## **REGION III NEWS**

## **Older-Driver Road Tests Cut Crashes In Illinois**

Normally, after obtaining a New York state driver's license, it must be renewed every eight years and includes passing a visual acuity (eye) test. There are no old-age restrictions on licensure in New York; for example, you could be 88 years old and renew for an additional eight years, which would put you at age 96 before renewal is again required. Read the article in adirondackdailyenterprise.com.

## Jesse White's Legislation to Expand the Organ/Tissue Donor Registry Passes Senate Unanimously

Secretary of State Jesse White's legislation that would allow 1-6- and 17-year-olds to register for the state's First Person Consent Organ/Tissue Donor Registry when they

30 | CDLIS Rules for Driver Convictions (intermediate)

31 | CD11 Report Out-of-State Conviction (intermediate)

#### **JUNE**

1 | CD12 Negate Out-of-State Conviction (intermediate)

#### **REGISTER ONLINE!**

#### **OUR WEBINARS**

#### MAY

8 | How to Accurately Post State Titling Activity Into the NMVTIS Interface

16 | NMVTIS State Web Interface (SWI) - Understanding the Administrative Features

23 | NMVTIS State Web Interface (SWI) - How to Correct Title and Brand Data On the Central Site

30 | NMVTIS State Web Interface (SWI) - Instant Title Verflication Using the VIN Search Feature

#### **OPEN RFPs**

AAMVA RFP #16-059: Learning Management System Software as a Service (SaaS) Pilot Project (Proposals due May 19, 2017)

AAMVA RFP #16-058: Mobile DL Tutorial and Demonstration Video (Proposals due May 1, 2017)

AAMVA RFP #16-060: January 2018 AAMVA Board of Director's Meeting

(Proposals due May 3, 2017)

Nebraska RFP# 5557Z1: Modernization of the Nebraska Department of Motor Vehicles, Title, and Registration (VTR) System (Proposals Due June 16, 2017)

Post your open RFPs/RFIs on AAMVA's Web site at www.aamva.org/open-rfps/.

Open RFP's will be included in AAMVA's Regional News and The

receive their driver's license or identification card passed the Illinois Senate today. Read the press release.

## Michigan, Hewlett-Packard Settle Suit Over Computer Overhaul

Hewlett-Packard Co. will pay \$13 million to the state of Michigan to settle a lawsuit alleging it failed to complete a multimillion-dollar overhaul of a computer system at secretary of state offices. Read the article in usnews.com.

## WisDOT Receives \$20,000 National Award To Help Combat Drugged Driving

The Wisconsin Department of Transportation's (WisDOT's) Bureau of Transportation Safety has been awarded a \$20,000 national grant to help combat the growing problem of drugged driving. The funds will provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to 384 law enforcement officers across the state. Read the press release.

## **REGION IV NEWS**

## Innovative Commercial Carrier Training Program Launches in Mexico (Arizona)

An Arizona Department of Transportation program aiming to reduce commercial vehicle wait times at the international border offered its first training in Mexico this week to help Mexican trucking firms better understand and prepare for safety inspections. Read the bulletin on govdelivery.com.

## Google To Offer Rides In Self-Driving Vehicles In Arizona

Google and Fiat Chrysler for the first time will offer rides to the public in the self-driving vehicles they are building under an expanding partnership. The companies announced in spring 2016 that they would build 100 self-driving Chrysler Pacifica hybrid minivans. Those vehicles have been tested in Arizona, California and Michigan. Read the article in latimes.com.

### California's Fast-Track Gas Tax

For decades, the long shadow of California's most famous anti-tax crusader hung over state politics — making big, ambitious publicly funded projects perilous for elected officials. Read the article on usnews.com.

## **Colorado Bill To Expedite Immigrant License Renewals Fails**

A bill to let unauthorized immigrants renew their Colorado driver's licenses online or by mail has died in the Senate. Read the article on www.coloradoan.com.

## **Oregon DMV Issues Scam Warning**

The Oregon Department of Motor Vehicles on Friday issued a warning that people claiming to be from the DMV are calling residents and requesting payment for outstanding DMV fees over the phone. Read the article on patch.com.

## 'Computer Problems' Cause Delays at Oregon DMV Offices, Issues With Website

The Oregon DMV is blaming computer problems Monday for the issues and delays at their offices and for those using the online resources. A DMV spokesperson said they are still working to identify the technical failure. Read the article on katu.com.

## **OTHER NEWS**

## Study: Younger Drivers Don't Want Electric Cars

Another day, another study showing that drivers are totally into electric cars. Except this time, the study says exactly the opposite. Today's study was carried out by the

Week In Review newsletters to provide maximum exposure for jurisdictional procurements.

folks at Driving-Tests.org, which helps aspiring motorists study for their written driving exams. Not surprisingly, the site's target demographic skews young--very young. Read the article in washingtonpost.com.

## **DID YOU KNOW?**

### On Twitter

@AAMVAConnection has been watching the twitter feed and decided to highlight some of the tweets here. Links are provided within most of the tweets, and we have also provided a link to each tweet as well. Note that you do not have to have an account or sign in to Twitter to view the message posts, images associated with the post, and the reach of the message (retweets, favorited, etc.).

**Stay on top of the chatter** in the MVA and LE community. You may be surprised at what you're missing! Follow @AAMVAConnection.

Check out recent @AAMVAConnection Twitter action.

\*\*\*Thank you for the @AAMVAConnection mentions!\*\*\*

#JustDrive

#DistractedDrivingAwareness

@NHTSAGov

https://www.engadget.com/2017/04/26/samsung-auto-reply-app/ ... via @engadget

## My Car Does What? @MyCarDoesWhat | View the Tweet

Distracted While Driving? New Technology may help prevent side swipes, rear-end crashes and more. New blog @ http://ow.ly/8wHC30bgG2z #DDAM

ATA Share the Road? @ATASharetheRoad | View the Tweet

Share the Road professional truck drivers were in Martinsburg, WV this week teaching high school students about highway #safety.





ILLINOIS - How 1 suburban department chose education over enforcement in distracted driving campaign@WDundee

GHSA? @GHSAHQ | View the Tweet
Join us for a webinar next Wed, 5/3 at 2pm to discuss the findings of our DUID report w/ researcher Dr. Jim Hedlund: http://bit.ly/2pmHV1y











The Regional News e-newsletter is developed and distributed by the American Association of Motor Vehicle Administrators (AAMVA). This message was intended for patrick.brosnan@alaska.gov. If you would like to stop receiving this message, click here to unsubscribe.

To manage all your AAMVA subscriptions, click here .

4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: RegionalNews@aamva.org

Sent: Friday, April 28, 2017 3:34 PM

To: Leonardo, Debra L (DOA)

Subject: Regional News - April 28, 2017

April 28, 2017



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aamva.org

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From:Ninan, Abraham C (DOA)Sent:Friday, April 28, 2017 3:54 PMTo:Brosnan, Patrick P (DOA)

**Subject:** RE: Re: Emails to / from AAMVA

**Attachments:** AAMVA.zip

Hi Patrick,

Attached you will find all e-mails I received from AAMVA.

Thanks, Abe.

From: Brosnan, Patrick P (DOA) Sent: Friday, April 28, 2017 11:34 AM

To: DOA DMV IT notices <doa.dmv.it.notices@alaska.gov>

Subject: Re: Emails to / from AAMVA

Importance: High

Good morning,

Please note that this applies to all of us ... we each need to create an outlook folder with a copy of all emails sent to or received from AAMVA since January 1<sup>st</sup>, 2017 (including state outage and system maintenance notifications). Any emails containing PII or technical information not appropriately to be made known publicly will need to be flagged so that this info can be redacted.

Please track the time it takes to accumulate this information ... and we need to have this completed on Monday.

Thanks, Patrick.

Patrick Brosnan
Data Processing Manager
Division of Motor Vehicles
State of Alaska

Phone: (907) 269-6723 Fax: (907) 269-5443

My DMV Faster, friendlier, more accessible. From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 12, 2017 12:16 PM

**To:** DOA DMV IT notices

**Subject:** New York Scheduled Maintenance on Sunday, January 22, 2017

**Importance:** High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations has been informed that New York will be performing a scheduled maintenance on Sunday, January 22nd, 2017 from 6:00 AM ET to 12:00 PM ET. New York will not be able to process any transactions during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 22, 2017 9:50 AM

**To:** DOA DMV IT notices

**Subject:** New Mexico is Currently Unavailable

Importance: High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org

Sent: Wednesday, February 22, 2017 10:25 AM

**To:** DOA DMV IT notices **Subject:** New Mexico is Available

Importance: High

## This message has been archived. View the original item

#### Jurisdictions:

New Mexico has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, March 5, 2017 6:47 AM

**To:** DOA DMV IT notices

**Subject:** New Jersey is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that New Jersey is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, March 6, 2017 3:17 AM

**To:** DOA DMV IT notices **Subject:** New Jersey is Available

### Jurisdictions:

New Jersey has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.1081/ncm2.1081/html">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 14, 2017 9:00 AM

**To:** DOA DMV IT notices

**Subject:** New Hampshire State Communication - New System Production Implementation

## This message has been archived. View the original item

Jurisdictions:

AAMVA would like to inform all jurisdictions and stakeholders that New Hampshire will be implementing a new Driver License system to production starting 5:00 PM ET on Friday, February 17, 2017, through 02:00 PM ET on Tuesday, February 21, 2017. As part of the Implementation activities, New Hampshire has mentioned that their system will be unavailable from 5:00 PM ET on Friday, February 17, 2017 until 02:00 PM ET on Tuesday, February 21, 2017.

The implementation of New Hampshire's new system includes CDLIS 5.3, PDPS, Selective Service (SSR) and SSOLV / HAVV applic

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 17, 2017 12:54 PM

**To:** DOA DMV IT notices

**Subject:** New Hampshire State Communication - New System Production Implementation

Postponed

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stakeholders that the New Hampshire implementation of their new Driver License system scheduled from Friday, February 17, 2017, through Tuesday, February 21, 2017, has been postponed. New Hampshire will be available per regular schedule. The implementation will be rescheduled.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 14, 2017 8:48 AM

**To:** DOA DMV IT notices

**Subject:** New Hampshire is Currently Unavailable

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that New Hampshire is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 14, 2017 9:13 AM

**To:** DOA DMV IT notices

**Subject:** New Hampshire is Available

## This message has been archived. View the original item

### Jurisdictions:

New Hampshire has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 23, 2017 9:05 AM

**To:** DOA DMV IT notices

**Subject:** New Change Data Request Form - Roll Out - April 3rd 2017

Attachments: NMVTIS DataChangeRequestForm\_20170123\_20170320144457\_572760.doc

Importance: High

#### **NMVTIS Participants:**

Please find the new NMVTIS Data Change Request Form attached for your review/usage.

Jurisdictions should begin usage of this new form, from Monday April 3<sup>rd</sup>, 2017.

#### Purpose of the form:

This form should be used by States to send data correction request to AAMVA Helpdesk, when the State is not able to make the change themselves.

#### Webinar Details:

AAMVA has been conducting webinars on this for the past two months. There are still two more sessions remaining, and the schedule is shown below. Please do register if interested or need help. Webinar Title - How to fill out and send the NMVTIS Data Change Request Form to AAMVA Help Desk

Dates: March 24th and March 29th from 2:00 PM to 3:00 PM ET.

#### Availability of the form:

The form will also be available on the AAMVA website under "documentation" tab at the following location http://www.aamva.org/NMVTIS/

Please contact <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a> or call 1-888-AAMVA80 Option 1 with any questions.



# 1 VIN per Form

## **INSTRUCTIONS**

**SEND Instructions:** An email addressed to <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a> from an authorized requester, must be sent along with a completed NMVTIS Data Change Request Form for each record to be changed. The subject line of the email should include the following: Requesting SOT VIN Number – Title/Brand Add/Modify/Delete

Subject Line Example: AA VIN 12345678901234567 - Title Add

Please note, this opens a ticket at AAMVA which will be sent to you. For all subsequent questions / additional information on this ticket, please update the last email sent with the ticket number by doing a Reply All. Do not send a separate email without the same subject (which includes the ticket information) or a separate ticket will be opened making it hard to track this change request.

If a correction needs to be made the ticket will be returned to the sender in PENDING status. Pending status creates an email to the sender with this line:

Additional information is required to continue working on your issue, please refer to the comments section in this e-mail for notes from the AAMVA Helpdesk.

You can reply directly to this e-mail with the required information and the ticket will be automatically updated and the AAMVA Helpdesk will be notified.

**Workspace:** External Production

**Ticket:** AA VIN 12345678901234567 - Title Add

Ticket Number: 123456

If the state needs to make corrections to the form (form was not filled out correctly) the state should make the corrections as noted in the comments section of the email mentioned above and send the ticket back to AAMVA using that same email by doing a Reply All and attaching the corrected form.

Email: helpdesk@aamva.org

Note - Please send the form ONLY in word document format to AAMVA Helpdesk. Do not convert in to PDF.



# 1 VIN per Form

## **FORM Instructions:**

## Requester Information

- A. Your State (required)
- B. Date of Request (required)
- C. Your Name (required)
- D. Your Phone Number (required)

### II. VIN

A. Vehicle Identification Number of the Vehicle (required). This should be the VIN to be used on the updated record

## **III. VIN Change**

A. Provide the Old VIN if the VIN is changing

## IV. Required Information for Title Add/Modify/Deletes

- A. **Title Number** Required if adding/changing/deleting title data
- B. **Title Issue Date** Required if adding/changing/deleting title data
- C. If the title being corrected was issued but never left the DMV (was not a negotiable title) check the box if answer is YES. Note: NMVTIS keeps a record of all negotiable titles in history in order to have a record of what was actually issued.
- D. Add Title for Vehicle NOT on NMVTIS (Option) Check if adding a title for a vehicle that is not on NMVTIS (either the VIN does not exists on NMVTIS or the vehicle having the VIN on NMVTIS is a different vehicle than on NMVTIS).
  - 1. If adding title for a VIN that is currently not in NMVTIS, was an MCO presented as proof of ownership: Check the box if answer is YES
  - 2. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- E. Add Current Title to Existing NMVTIS Vehicle (Option) Check if adding a current title to an existing vehicle record in NMVTIS.
  - 1. Was the change due to change state of title: Check the box if answer is YES
  - 2. Was the change due to in-state title transfer: Check the box if answer is YES
  - 3. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- F. **Modify Current Title on NMVTIS** (Option) Check if modifying a current title on NMVTIS.
  - 1. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- G. Add History Title to NMVTIS (Option) Check if adding a title which has since been replaced by a newer title on NMVTIS.

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# 1 VIN per Form

- 1. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- H. **Modify History NMVTIS Title** (Option) Check if you are asking for a change to a title in NMVTIS history.
  - 1. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- Delete History Title (Option) Check if deleting a title in NMVTIS history. Note: Only
  delete if title was issued in error and never was negotiable or has been successfully recalled.
  NMVTIS keeps a record of all negotiable titles in history in order to have a record of what
  was actually issued.
- J. Delete Current Title (Option) Check if deleting the most recent title in NMVTIS. Note: Only delete if title was issued in error and never was negotiable or has been successfully recalled. NMVTIS keeps a record of all negotiable titles in history in order to have a record of what was actually issued. To move this record to history select the Modify Current Title on NMVTIS Option.
- K. Reset Change State of Title (CSOT) Flag (Option) Check if you need to have the CSOT Flag reset. In order to reset the CSOT Flag you must be the OLD SOT and confirm that the data existing on NMVTIS prior to the change matches the data that is on the State's database. If the data does not match you must ensure the data on the State's database or on NMVTIS is updated (whichever needs correction) before resetting the flag. If the record has been purged/ archived off the State's database, you must also request that the record be updated on NMVTIS to Purged. In addition to checking Reset CSOT Option also check Modify Current Title option and check the Active to Purged box under NMVTIS Current Value section.

## v. Title Information

Fill in the Current Value that is already on NMVTIS and the Requested Value you want on NMVTIS. If the record is not on NMVTIS fill in only the Requested Value

- A. Title Number
- B. Title Issue Date
- C. State Titling Key needed only if state is correcting state titling key
- D. Transaction Date Date the transaction was conducted at your state
- E. Make needed only if state is correcting Make, use the Make as it is on the Title
- F. Model Year needed only if state is correcting Model Year
- G. Odometer Reading needed only if state is correcting Odometer Reading
- H. Odometer Unit of Measure –needed only if state is correcting Odometer Reading
- I. Data Available Indicator needed only if state is changing data available indicator

# vi. Required Information for Brand

- A. Brand Code on NMVTIS Required if changing brand data
- B. Brand Date on NMVTIS Required if changing brand data

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# 1 VIN per Form

- C. Select one of the following:
  - 1. Add Brand Check if adding a brand
    - a) Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
  - 2. **Delete Brand** Check if deleting an existing brand record. NOTE: Brands should not be removed unless they were reported in error. Do not remove brands from NMVTIS that are being removed from the State's system due to vehicle age, etc.
    - a) Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.

NOTE: To modify a brand we must delete the old record and add a new record.

## vII. Brand Information

- A. Make needed only if state is correcting make on brand record use the Make as it is on the Title
- B. Model Year needed only if state is correcting model year on brand record
- C. Percent Damage and Percent of Damage Type needed only if state records percent of damage on NMVTIS. Should only be filled in for Dismantled, Salvaged, Totaled, or Owner Retained brands.
  - 1. Percent of Damage Type A for Actual or T for Threshold
  - 2. Percent of Damage the percent of damage recorded



# 1 VIN per Form

REQUIRED - REQUESTER INFORMATION					
Your State:		Date of Request:			
Your Name:					
Phone #					
	Vehicle Iden	tification Number (VIN)			
REQUIRED	O - VIN:				
IF THE VIN IS CHANGING PROVIDE OLD VIN:					
Please note there are detailed instructions on page 1 – 3 of this form and detailed information that is required to be filled in on page 6 of this form					
Required Information for TITLE Change Only					
REQUIRED for Title Change Request - Provide Title Number on NMVTIS:					
REQUIRED for Ti	tle Change Request - Provid	e Title Issue Date on NMVTIS:			
		Check Box if Answer is Yes At least 1 box in this column needs to be checked	Check Box if Answer is Yes		
Required: Was title being corrected/previous title non-negotiable/never issued to customer prior to this Add/Modify/Delete transaction?					
Add Vehicle to NMVTIS					
Was an MCO presented as proof of ownership?					
Are you intentionally adding a duplicate (vehicle on NMVTIS with same VIN but has been verified as a different vehicle)					
Reason for Add Vehicle Request:		You Must Choose Reason If Adding Vehicle "Other" Reason:			
Add Current Title to	Existing NMVTIS Vehicle				
Was this a Chan	ge State of Title				
Was this an In-State Title Transfer					
Modify Title on Exis	ting NMVTIS Vehicle				
Reason for Add/Modify Request:		You Must Choose Reason If Adding/Modifying Title "Other" Reason:			
Add History Title to NMVTIS					
Reason for Add History Request:		You Must Choose Reason If Adding History Title "Other" Reason:			
Modify History NMVTIS Title					
Reason for Modi	fy History Request:	You Must Choose Rease "Other" Reason:	on if Modifying History Title		
CONTINUED ON NEXT PAGE					

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# 1 VIN per Form

Delete History NMVTIS Title				
Reason for Delete History Title Request:	You Must Choose Reason if Deleting History Title "Other" Reason:			
Delete Current Title				
Reason for Delete Current Title Request:	You Must Choose Reason if Deleting Current Title "Other" Reason:			
Reset Change State of Title (CSOT) Flag				
To have the CSOT Flag reset you must confirm the data on NMVTIS prior to change matches data on State database				
Data Available Indicator	Active to Purged	Purged to Active		
Required Inform	nation for Title Change Only			
TITLE FIELD NAME	NMVTIS Current Value	Requested Value		
Title Number				
Title Issue Date				
State Titling Key				
Transaction Date				
Make (as it is on Title)				
Model Year				
Odometer Reading				
Odometer Unit of Measure				
Required Information	ation for Brand Change Onl	у		
REQUIRED for	Brand Change - Brand Code:			
REQUIRED for Brand Change - Brand Date:				
	Check Box if Answer is Yes At least 1 box in this column needs to be checked			
Add Brand				
Reason for Add Brand Request:	You Must Choose Reason if Adding Brand "Other" Reason:			
Delete Brand				
Reason for Delete Brand Request:	You Must Choose Reason if Deleting Brand "Other" Reason:			
BRAND FIELD NAME	Current Value	Requested Value		
Make (as it is on the Title)				
Model Year				

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# 1 VIN per Form

If State Records Percent Damage on NMVTIS provide values for the following brands: (Dismantled, Salvaged, Totaled, or Owner Retained)				
Percent Damage Type (Actual/Threshold)				
Percent Damage				

# Comments

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 31, 2017 11:41 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

Importance: High

#### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 1, 2017 5:49 PM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

#### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 1, 2017 12:26 PM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 1, 2017 10:02 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 1, 2017 7:01 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 1, 2017 4:10 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 31, 2017 6:02 PM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 31, 2017 4:16 PM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 31, 2017 2:09 PM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image Remains Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 3, 2017 7:11 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image is Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 4, 2017 5:17 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image is Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 3, 2017 8:10 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image is Unavailable

### Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 31, 2017 8:40 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Nebraska Digital Image is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 3, 2017 8:18 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image is Available

Jurisdictions:

Nebraska Digital Image has resumed normal application processing.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

**From:** AAMVA\_NoReply@AAMVA.org **Sent:** Tuesday, April 4, 2017 5:26 AM

**To:** DOA DMV IT notices

**Subject:** Nebraska Digital Image is Available

### Jurisdictions:

Nebraska Digital Image has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 23, 2017 2:29 PM

**To:** DOA DMV IT notices

Subject: Mississippi Scheduled Maintenance Saturday, February 25th, 2017

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, February 25th, 2017 from 9:00 AM ET to 4:30 PM ET. Mississippi will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 6:40 AM

**To:** DOA DMV IT notices

**Subject:** Mississippi Scheduled Maintenance Saturday, April 22, 2017

#### Jurisdictions:

AAMVA has been informed that Mississippi will be performing scheduled maintenance on Saturday, April 22, 2017 from 9:00 AM ET to 6:00 PM ET. Mississippi will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 12:36 PM

**To:** DOA DMV IT notices

**Subject:** Mississippi Scheduled Maintenance on Saturday, January 14, 2017

**Importance:** High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations has been informed that Mississippi will be performing scheduled maintenance on Saturday, January 14th, 2017 from 10:00 AM ET to 11:00 PM ET. Mississippi will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 7:10 AM

**To:** DOA DMV IT notices

**Subject:** Minnesota is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Minnesota is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 8:36 AM

**To:** DOA DMV IT notices **Subject:** Minnesota is Available

### Jurisdictions:

Minnesota has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 7:35 AM

**To:** DOA DMV IT notices

**Subject:** Michigan Scheduled Maintenance Tuesday, April 18, 2017

### **CDLIS Participants:**

AAMVA Operations has been informed that Michigan will be performing scheduled maintenance on Tuesday, April 18, 2017 from 7:00 PM ET until 9:00 PM ET. Michigan will be unavailable to process messages during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 7:37 AM

**To:** DOA DMV IT notices

**Subject:** Michigan Scheduled Maintenance Tuesday, April 18, 2017

### PDPS Participants:

AAMVA Operations has been informed that Michigan will be performing scheduled maintenance on Tuesday, April 18, 2017 from 7:00 PM ET until 9:00 PM ET. Michigan will be unavailable to process messages during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 6:01 AM

**To:** DOA DMV IT notices

**Subject:** Michigan Remains Unavailable

# This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that Michigan is still currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 9:20 AM

**To:** DOA DMV IT notices

**Subject:** Michigan Remains Unavailable

# This message has been archived. View the original item

Jurisdictions:

AAMVA's Operations Department has been notified that Michigan is still currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 4:34 AM

**To:** DOA DMV IT notices

**Subject:** Michigan is Currently Unavailable

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that Michigan is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 10:56 AM

To: DOA DMV IT notices
Subject: Michigan is Available

# This message has been archived. View the original item

### Jurisdictions:

Michigan has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 12:04 PM

**To:** DOA DMV IT notices

Subject: Maryland Digital Imaging Scheduled Maintenance Friday, January 13, 2017 to Saturday,

January 14, 2017

**Importance:** High

## This message has been archived. View the original item

Digital Image Participants:

AAMVA Operations has been informed that Maryland Digital Imaging will be performing scheduled maintenance on Friday, January 13th, 2017 from 7 PM ET to 4PM ET January 14th, 2017. Maryland Digital Imaging will not be able to process any transactions during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 8:49 AM

**To:** DOA DMV IT notices

**Subject:** Maine Scheduled Maintenance on Saturday, April 8, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Maine will be unavailable on Saturday, April 8, 2017 from 6:00 AM ET to 6:00 PM ET due to scheduled maintenance. Maine will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 5:48 AM

**To:** DOA DMV IT notices

**Subject:** Kentucky is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Kentucky is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 25, 2017 6:27 AM

**To:** DOA DMV IT notices **Subject:** Kentucky is Available

### Jurisdictions:

Kentucky has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/helpesk@aamva.org">helpesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, March 13, 2017 1:45 PM

**To:** DOA DMV IT notices

Subject: Iowa will be Upgrading PROD Windows UNI for VLS 3.0 (App ID 39) Thursday, March 16,

2017

#### **Jurisdictions:**

lowa will be unavailable on Thursday, March 16<sup>th</sup>, 2017 from 10:00 PM ET to 10:30 PM ET due to network maintenance. Iowa will be not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 1:49 PM

**To:** DOA DMV IT notices

**Subject:** lowa Scheduled Maintenance for Sunday, April 9, 2017

### Jurisdictions:

lowa will be unavailable on Sunday, April 9, 2017 from 10:00 AM ET to 11:00 AM ET due to scheduled maintenance. Iowa will be not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 1:14 PM

**To:** DOA DMV IT notices

**Subject:** lowa Scheduled Maintenance for Sunday, April 2, 2017

#### **Jurisdictions:**

lowa will be unavailable on Sunday, April 2, 2017 from 10:30 AM ET to 12:30 PM ET due to scheduled maintenance. Iowa will be not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 6, 2017 11:09 AM

**To:** DOA DMV IT notices

**Subject:** Indiana Scheduled Maintenance Sunday, April 9, 2017

### Jurisdictions:

Indiana will be unavailable on Sunday, April 9, 2017 from 8:00 AM ET to 9:00 AM ET due to scheduled maintenance. Indiana will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, February 27, 2017 12:19 PM

**To:** DOA DMV IT notices

**Subject:** Indiana is Experiencing Intermittent Issues

#### **Jurisdictions:**

AAMVA's Operations Department has been notified that Indiana is experiencing intermittent issues, and may be unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, February 27, 2017 1:04 PM

To: DOA DMV IT notices
Subject: Indiana is Available

### Jurisdictions:

Indiana has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 9, 2017 5:16 AM

**To:** DOA DMV IT notices

**Subject:** Idaho Scheduled Maintenance Sunday, March 12, 2017

#### **Jurisdictions:**

AAMVA Operations have been informed that Idaho will be unavailable on Sunday, March 12<sup>th</sup>, 2017 from 9:00 AM ET to 11:00 AM ET, due to scheduled maintenance. Idaho will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 9, 2017 10:22 AM

**To:** DOA DMV IT notices

Subject: Idaho Scheduled Maintenance Sunday, February 12, 2017

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Sunday, February 12, 2017 from 10:00 AM ET to 4:00 PM ET. Idaho will be unavailable to process messages during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 9, 2017 9:59 AM

**To:** DOA DMV IT notices

**Subject:** Idaho Scheduled Maintenance Sunday, February 12, 2015

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Sunday, February 12, 2017 from 10:00 AM ET to 4:00 PM ET. Idaho will be unavailable to process messages during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 24, 2017 3:30 PM

**To:** DOA DMV IT notices

**Subject:** Idaho Scheduled Maintenance Saturday, February 25, 2017

# This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations have been informed that Idaho will be unavailable on Saturday, February 25, 2017 from 9:00 AM ET to 1:30 PM ET due to scheduled maintenance. Idaho will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 9:50 AM

**To:** DOA DMV IT notices

**Subject:** Idaho Scheduled Maintenance Saturday, April 29th, 2017

#### Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Saturday, April 29th, 2017 from 9:00 AM ET to 1:30 PM ET. Idaho will be unavailable to process messages during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, February 6, 2017 2:43 PM

**To:** DOA DMV IT notices

Subject: Idaho Scheduled Maintenance on Friday, February 17, 2017 to Saturday, February 18,

2017

**Importance:** High

#### This message has been archived. View the original item

#### Jurisdictions:

AAMVA has been informed that Idaho will be performing scheduled maintenance on Friday, February 17th, 2017 from 9:00 PM ET to 11:55 PM ET Saturday, February 18th, 2017. Idaho will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org < mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 19, 2017 12:49 PM

**To:** DOA DMV IT notices

**Subject:** Hawaii Scheduled Maintenance on Sunday, May 7, 2017

#### Jurisdictions:

AAMVA has been informed that Hawaii will be unavailable on Sunday, May 7, 2017 from 12:00 PM ET to 4:00 PM ET due to scheduled maintenance. Hawaii will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org .

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 2, 2017 12:15 PM

**To:** DOA DMV IT notices

**Subject:** Hawaii Scheduled Maintenance on Sunday, March 19, 2017

#### Jurisdictions:

AAMVA has been informed that Hawaii will be unavailable on Sunday, March 19th, 2017 from 12:00PM ET to 3:00PM ET due to scheduled maintenance. Hawaii will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 24, 2017 8:00 PM

**To:** DOA DMV IT notices

**Subject:** FMCSA approved the Mini Specification for the National Registry II

### Dear CDLIS Participants:

AAMVA has created a page for the Medical Examiner's Certification Integration final rule (i.e., National Registry II) on the AAMVA website: <a href="http://www.aamva.org/National-Registry-II/">http://www.aamva.org/National-Registry-II/</a>

Listed below are steps on how to navigate to this page from AAMVA's home page:

- Select the 'Driver Licensing and Identification' photo at the top of the screen
- To the right of the screen, under 'Driver Licensing Systems', select 'CDLIS'
- To the right of the screen, under 'Related Content', select 'National Registry II'

The National Registry II page has three tabs which provide the following information:

- Overview Overview of the National Registry II requirements and solution
- Documentation Documentation available for National Registry II
- Participation National Registry II State implementation status

FMCSA has approved the Mini Specification for the first National Registry II transaction 'NR01 MEC Verification Inquiry'. This Mini Specification and notes regarding the usage of this document is now available under the 'Documentation' tab.

AAMVA hosted webinars that provided a high level overview of the National Registry II solution, and a walk through of the NR01 Mini Spec in February 2017. The recording for these webinars and associated slides can be found in the AAMVA Webinar Archives: <a href="http://www.aamva.org/Webinar-Archives/">http://www.aamva.org/Webinar-Archives/</a>

AAMVA will continue to release Mini Specifications for National Registry II and will inform you once they are available. The complete Master Specification will be published by February 2018.

If you have any questions regarding the specification, please contact Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 2, 2017 5:00 AM

**To:** DOA DMV IT notices

**Subject:** Florida Scheduled Maintenance Thursday, February 2, 2017

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, February 2, 2017 from 09:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 6, 2017 5:43 AM

**To:** DOA DMV IT notices

**Subject:** Florida Scheduled Maintenance Thursday, April 6, 2017

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, April 6, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 8:13 AM

**To:** DOA DMV IT notices

**Subject:** Florida NMVTIS (F1) Remains Unavailable

**Importance:** High

## This message has been archived. View the original item

Jurisdictions:

AAMVA's Operations Department has been notified that Florida's NMVTIS (F1) is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 7:04 AM

**To:** DOA DMV IT notices

**Subject:** Florida NMVTIS (F1) is Currently Unavailable

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that Florida's NMVTIS (F1) is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 10, 2017 12:43 PM

**To:** DOA DMV IT notices

**Subject:** Florida NMVTIS (F1) is Currently Unavailable

**Importance:** High

## This message has been archived. View the original item

NMVTIS Participants:

AAMVA's Operations Department has been notified that Florida's NMVTIS (F1) is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 9:06 AM

**To:** DOA DMV IT notices

**Subject:** Florida NMVTIS (F1) is Available

Importance: High

# This message has been archived. View the original item

#### Jurisdictions:

Florida NMVTIS (F1) has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 10, 2017 12:48 PM

**To:** DOA DMV IT notices

**Subject:** Florida NMVTIS (F1) is Available

Importance: High

# This message has been archived. View the original item

#### Jurisdictions:

Florida NMVTIS (F1) has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 24, 2017 4:59 AM

**To:** DOA DMV IT notices

**Subject:** Delaware is Currently Unavailable

#### Jurisdictions:

AAMVA's Operations Department has been notified that Delaware is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 24, 2017 7:19 AM

**To:** DOA DMV IT notices **Subject:** Delaware is Available

## Jurisdictions:

Delaware has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 26, 2017 11:04 AM

**To:** DOA DMV IT notices

**Subject:** Correction:South Carolina Scheduled Maintenance on Saturday, February 4, 2017

**Importance:** High

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations have been informed that South Carolina will be unavailable on Saturday, February 04, 2017 from 9:00 AM ET to 10:30 AM ET due to scheduled maintenance. South Carolina will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 1:16 PM

**To:** DOA DMV IT notices

**Subject:** Correction Mississippi Scheduled Maintenance on Monday, January 16, 2017

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations has been informed that Mississippi will be performing scheduled maintenance on Monday, January 16th, 2017 from 10:00 AM ET to 11:00 PM ET. Mississippi will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 7, 2017 1:53 PM

**To:** DOA DMV IT notices

**Subject:** Correction: Wyoming Scheduled Maintenance Saturday, April 15, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Wyoming will be unavailable on Saturday, April 15, 2017 from 10:00 AM ET to 10:15 AM ET due to scheduled maintenance. Wyoming will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://newsammons.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 10, 2017 1:25 PM

**To:** DOA DMV IT notices

**Subject:** Correction: Vermont Scheduled Maintenance - Sunday, March 12, 2017

Jurisdictions:

AAMVA has been informed that Vermont will be performing scheduled maintenance on Sunday, March 12, 2017 from 6:00 PM ET to 10:00 AM ET. Vermont will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://hebox.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 10, 2017 1:58 PM

**To:** DOA DMV IT notices

**Subject:** Correction: Vermont Scheduled Maintenance - Sunday, March 12, 2017

Jurisdictions:

AAMVA has been informed that Vermont will be performing scheduled maintenance on Sunday, March 12, 2017 from 6:00 AM ET to 10:00 AM ET. Vermont will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 24, 2017 2:53 PM

**To:** DOA DMV IT notices

**Subject:** Correction: Texas Scheduled Maintenance Sunday, February 26, 2017

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations have been informed that Texas will be performing maintenance on Sunday, February 26, 2017 from 6:00 AM ET to 12:00 PM ET. AAMVA services will not be affected by this maintenance. Texas will be available to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:49 PM

**To:** DOA DMV IT notices

**Subject:** Correction: Colorado Scheduled Maintenance Wednesday, April 26, 2017

**Importance:** High

#### Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, April 26<sup>th</sup>, 2017 from 2:00 AM ET to 4:00 AM ET. Colorado will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 20, 2017 11:02 AM

**To:** DOA DMV IT notices

**Subject:** Connecticut is Experiencing Intermittent Connectivity Issues

**Importance:** High

### This message has been archived. View the original item

Jurisdictions:

AAMVA's Operations Department has been notified that Connecticut is experiencing intermittent connectivity issues, and may be unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org> .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 20, 2017 12:06 PM

**To:** DOA DMV IT notices

**Subject:** Connecticut is Currently Unavailable

Importance: High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that Connecticut is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, February 13, 2017 10:53 AM

**To:** DOA DMV IT notices

**Subject:** Colorado State Communication - New System Production Implementation

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stakeholders that Colorado will be implementing a new Driver License system to production starting 12:30 AM ET, Saturday, February, 18, 2017 to 8:00 AM ET, Sunday, February, 19, 2017, 8:00 AM ET. As part of the Implementation activities, Colorado has mentioned that their system will be unavailable from 12:30 AM ET on Saturday, February 18, 2017 until 08:00 AM ET on Sunday, February 19, 2017.

The implementation of Colorado's new system includes CDLIS 5.3, PDPS, and SSOLV and HAVV applications.

If you have any questions, pl

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 1:03 PM

**To:** DOA DMV IT notices

**Subject:** Colorado Scheduled Maintenance Wednesday, May 3, 2017

## Jurisdictions:

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, May 3, 2017 from 2:00 AM ET to 8:00 AM ET. Colorado will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://hebox.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 10:47 AM

**To:** DOA DMV IT notices

**Subject:** Colorado Scheduled Maintenance Wednesday, April 26, 2017

#### **Jurisdictions:**

AAMVA has been informed that Colorado will be performing scheduled maintenance on Wednesday, April 26, 2017 from 12:00 AM ET to 2:00 AM ET. Colorado will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 4:36 AM

**To:** DOA DMV IT notices

**Subject:** Colorado is Currently Unavailable

#### Jurisdictions:

AAMVA's Operations Department has been notified that Colorado is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 5:18 AM

To: DOA DMV IT notices
Subject: Colorado is Available

## Jurisdictions:

Colorado has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/helpesk@aamva.org">helpesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 11:35 AM

**To:** DOA DMV IT notices

**Subject:** CDLIS Timeliness and Accuracy- Summary Workbook Reports for Jurisdictions

## This message has been archived. View the original item

CDLIS and S2S Participants:

At the direction and support of FMCSA, AAMVA produces monthly reports on the CDLIS Timeliness, Data Quality, and Capabilities of all jurisdictions. The reports for December are now ready for viewing.

To request a copy of these reports, please click on the following link REQUEST <mailto:helpdesk@aamva.org?subject=Monthly%20Report%20Request>

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 17, 2017 12:29 PM

**To:** DOA DMV IT notices

**Subject:** CDLIS Timeliness and Accuracy- Summary Workbook Reports for Jurisdictions

# **CDLIS and S2S Participants:**

At the direction and support of FMCSA, AAMVA produces monthly reports on the CDLIS Timeliness, Data Quality, and Capabilities of all jurisdictions. The reports for March are now ready for viewing.

To request a copy of these reports, please click on the following link REQUEST

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 15, 2017 11:11 AM

**To:** DOA DMV IT notices

**Subject:** CDLIS Timeliness and Accuracy- Summary Workbook Reports for Jurisdictions

# **CDLIS and S2S Participants:**

At the direction and support of FMCSA, AAMVA produces monthly reports on the CDLIS Timeliness, Data Quality, and Capabilities of all jurisdictions. The reports for February are now ready for viewing.

To request a copy of these reports, please click on the following link REQUEST

From: AAMVA\_NoReply@AAMVA.org

Sent: Wednesday, February 15, 2017 12:12 PM

**To:** DOA DMV IT notices

**Subject:** CDLIS Timeliness and Accuracy- Summary Workbook Reports for Jurisdictions

## This message has been archived. View the original item

CDLIS and S2S Participants:

At the direction and support of FMCSA, AAMVA produces monthly reports on the CDLIS Timeliness, Data Quality, and Capabilities of all jurisdictions. The reports for January are now ready for viewing.

To request a copy of these reports, please click on the following link REQUEST <mailto:helpdesk@aamva.org?subject=Monthly%20Report%20Request>

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:26 PM

**To:** DOA DMV IT notices

**Subject:** CDLIS and S2S Production Brief Interruption

## CDLIS and S2S Participants:

CDLIS and S2S Production experienced a brief interruption of service for 2 minutes 36 seconds between

7:40:16 PM ET and 7:42:52 PM ET. CDLIS and S2S Production is currently available and has resumed normal operation.

If you have any questions or concerns, please contact AAMVA Operations at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, March 6, 2017 6:32 AM

**To:** DOA DMV IT notices

**Subject:** CCMTA(IRE/AAMVANet) is Currently Unavailable

# CDLIS and S2S Participants:

AAMVA's Operations Department has been notified that CCMTA(IRE/AAMVANet) is currently unable to process queries in Production.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, March 6, 2017 6:56 AM

**To:** DOA DMV IT notices

**Subject:** CCMTA(IRE/AAMVANet) is Available

CDLIS and S2S Participants:

CCMTA(IRE/AAMVANet) Production has resumed normal operations.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, February 6, 2017 12:36 PM

**To:** DOA DMV IT notices

Subject: CCMTA (IRE/AAMVANet Bridge) will be down in TEST and Production on Tuesday, Feb

7th 2017 from 8:00 PM ET to 10:00 PM ET.

## This message has been archived. View the original item

CDLIS and S2S Participants:

Due to a prescheduled maintenance activity, CCMTA (IRE / AAMVANet bridge) will be unavailable both in TEST and Production on Tuesday, February 7th, 2017, from 8:00 PM ET to 10:00 PM ET. This means transactions to or from Canada or Canadian Territories cannot be processed during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org < mailto:Helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, February 8, 2017 9:50 AM

**To:** DOA DMV IT notices

Subject: CCMTA (IRE/AAMVANet Bridge) will be down in TEST and Production on Thursday, Feb

9th from 8:00 PM ET to 10:00 PM ET.

## This message has been archived. View the original item

CDLIS and S2S Participants:

Due to a pre-scheduled Maintenance activity, CCMTA (IRE/AAMVANet bridge) will be unavailable both in TEST and Production on Thursday, Feb 9th from 8:00 PM ET to 10:00 PM ET. This means transactions to or from Canada or Canadian Territories cannot be processed during this time.

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 1, 2017 12:25 PM

To: DOA DMV IT notices

Subject: CCMTA (IRE/AAMVANet Bridge) will be down in TEST and Production on Thursday, Feb

2nd from 8:00 PM ET to 10:00 PM ET

**Importance:** High

#### This message has been archived. View the original item

CDLIS and State to State Participants:

Due to a prescheduled Maintenance activity, CCMTA (IRE/AAMVANet bridge) will be unavailable both in TEST and Production on Thursday, February 2nd from 8:00 PM ET to 10:00 PM ET. This means transactions to or from Canada or Canadian Territories cannot be processed during this time.

If you have any questions please contact the AAMVA Operations Help Desk at helpdesk@aamva.org <mailto:helpdesk@aamva.org> .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 17, 2017 10:48 AM

**To:** DOA DMV IT notices

Subject: CCMTA (IRE/AAMVANet Bridge) Test Environment Scheduled Maintenance - Tuesday,

February, 21 2017

## This message has been archived. View the original item

CDLIS and S2S Participants:

Due to pre-scheduled Maintenance activity, CCMTA (IRE/AAMVANet bridge) will be unavailable in Test on Tuesday, February 21, 2017 from 8:00 PM ET to 10:00 PM ET. This means transactions to or from Canada or Canadian Territories cannot be processed during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org < mailto:Helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 16, 2017 6:29 AM

**To:** DOA DMV IT notices

Subject: CCMTA (IRE/AAMVANet Bridge) planned maintenance on Thursday, March 16th, 2017

from 8:00 PM ET to 10:00 PM ET.

#### CDLIS and S2S Participants:

Due to pre-scheduled Maintenance activity, CCMTA (IRE/AAMVANet bridge) may experience intermittent connectivity issues in Production on Thursday, March 16, 2017 from 8:00 PM ET to 10:00 PM ET. This means transactions to or from Canada or Canadian Territories may experience intermittent timeouts during this period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 12, 2017 12:33 PM

**To:** DOA DMV IT notices

**Subject:** Cancelled: New York Scheduled Maintenance on Sunday, January 15, 2017

Importance: High

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations has been informed that the scheduled New York maintenance on Sunday, January 15, 2017 from 6:00 AM ET to 12:00 PM ET has been cancelled.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org>

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 23, 2017 11:32 AM

**To:** DOA DMV IT notices

**Subject:** Arizona Scheduled Maintenance on Saturday, February 25, 2017 to Sunday, February 26,

2017

**Importance:** High

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations has been informed that Arizona will be unavailable on Saturday, February 25th, 2017 from 7:00 AM ET to 6:00 PM ET Sunday, February 26th, 2017 due to scheduled maintenance. Arizona will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org> .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 17, 2017 3:14 PM

**To:** DOA DMV IT notices

**Subject:** Arizona Joining AAMVA's State-to-State Verification

#### This message has been archived. View the original item

#### CDLIS and S2S Participants:

Arizona will begin using AAMVA's State-to-State Verification Service (S2S) on Monday, February 27, 2017. Tasks related to on-boarding Arizona will be conducted during the weekend of February 25, 2017. During this process (Saturday evening to Monday morning), there will be periods during which the CDLIS/S2S Central Site (Central Site) will be in inquiry-only mode or unavailable (over and above the regularly scheduled maintenance window of 2:00 AM ET to 5:00 AM ET on Sunday, February 26, 2017). The associated timeline is shown below.

Please note that the times sh

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 23, 2017 8:14 AM

**To:** DOA DMV IT notices **Subject:** Arizona is Available

# This message has been archived. View the original item

## Jurisdictions:

Arizona has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 12:52 PM

**To:** DOA DMV IT notices

**Subject:** Arizona becomes the 14th State to use State-to-State Verification Service (S2S)

# This message has been archived. View the original item

Dear CDLIS and S2S Participants:

AAMVA congratulates Arizona on successfully implementing S2S during the weekend of February 26th, 2017 and becoming the 14th participant using the new service. Arizona will now be able to use SPEXS to perform its CDLIS and S2S functions. Arizona can now track pointer information related to its Base Driver Licenses, Permit for Base Driver Licenses, and Identification Cards. This supports, among others, limiting any person to only one driver's license.

All migration activities have completed as per schedule. CDLIS and S2S services are fully operational no

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 12:40 PM

**To:** DOA DMV IT notices

**Subject:** Arizona becomes the 14th State to use State-to-State Verification Service (S2S)

# This message has been archived. View the original item

Dear CDLIS and S2S Participants:

AAMVA congratulates Arizona on successfully implementing S2S during the weekend of February 26th, 2017 and becoming the 11th participant using the new service. Arizona will now be able to use SPEXS to perform its CDLIS and S2S functions. Arizona can now track pointer information related to its Base Driver Licenses, Permit for Base Driver Licenses, and Identification Cards. This supports, among others, limiting any person to only one driver's license.

All migration activities have completed as per schedule. CDLIS and S2S services are fully operational no

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 12, 2017 8:02 AM

**To:** DOA DMV IT notices

Subject: Alaska S2S Scheduled Migration - Saturday January 28, 2017

#### This message has been archived. View the original item

Dear CDLIS and S2S Participants:

Alaska will begin using AAMVA's State-to-State Verification Service (S2S) on Monday, January 30, 2017. Tasks related to on-boarding Alaska will be conducted during the weekend of January 28-29, 2017. During this process (Saturday evening to Monday morning), there will be periods during which the CDLIS/S2S Central Site (Central Site) will be in inquiry-only mode or unavailable (over and above the regularly scheduled maintenance window of 2:00 AM to 5:00 AM on Sunday, January 29). The associated timeline is shown below.

Please note that the times shown ar

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 4, 2017 12:41 PM

**To:** DOA DMV IT notices

**Subject:** Alaska is Currently Unavailable

## Jurisdictions:

AAMVA's Operations Department has been notified that Alaska is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 4, 2017 1:28 PM

**To:** DOA DMV IT notices **Subject:** Alaska is Available

## Jurisdictions:

Alaska has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:05 PM

**To:** DOA DMV IT notices

**Subject:** Alaska Digital Image is Available

Importance: High

## Jurisdictions:

Alaska Digital Image has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.1081/ncm2.1081/html">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, January 29, 2017 9:40 AM

**To:** DOA DMV IT notices

**Subject:** Alaska becomes the 13th State to use State-to-State Verification Service (S2S)

Importance: High

### This message has been archived. View the original item

CDLIS and S2S Participants:

AAMVA congratulates Alaska on successfully implementing S2S during the weekend of January 29, 2017 and becoming the 13th participant using the new service. Alaska will now be able to use SPEXS to perform its CDLIS and S2S functions. Alaska can now track pointer information related to its Base Driver Licenses, Permit for Base Driver Licenses, and Identification Cards. This supports, among others, limiting any person to only one driver's license.

All migration activities have completed as per schedule. CDLIS and S2S services are fully operational now.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 1:35 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

## Jurisdictions:

AAMVA Operations has been informed that Alabama will be unavailable on Sunday, May 7, 2017, from 5:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 28, 2017 12:30 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Sunday, April 30, 2017

#### **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, April 30<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 9, 2017 1:37 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Saturday, March 11, 2017

#### Jurisdictions:

AAMVA Operations have been informed that Alabama will be unavailable on Saturday, March 11, 2017 from 8:00 AM ET to 1:00 PM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 2, 2017 6:18 AM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Saturday, February 4th, 2017

## This message has been archived. View the original item

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Alabama will be performing a scheduled maintenance on Saturday, February 4th, 2017 from 10:00 AM to 2:00 PM ET. Alabama will be unavailable to process any transactions during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 30, 2017 1:57 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Saturday, April 1, 2017

#### Jurisdictions:

AAMVA Operations have been informed that Alabama will be unavailable on Saturday, April 1, 2017 from 10:00 AM ET to 2:00 PM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, March 28, 2017 12:28 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance for the Month of April 2017

**Importance:** High

#### Jurisdictions:

AAMVA Operations has been informed that Alabama will be performing scheduled maintenance on the following Sunday's during the listed times.

Alabama will not be able to process transactions during these time periods.

Sunday, April 2<sup>nd</sup>, 2017 5:00 AM ET to 8:00 AM ET

Sunday, April 9th, 2017 5:00 AM ET to 8:00 AM ET

Sunday, April 16th, 2017 5:00 AM ET to 8:00 AM ET

Sunday, April 23<sup>rd</sup>, 2017 5:00 AM ET to 11:00 AM ET

Sunday, April 30th, 2017 5:00 AM ET to 11:00 AM ET

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 15, 2017 8:03 AM

**To:** DOA DMV IT notices

**Subject:** AAMVAnet NCS CERT (TEST) is Available

# This message has been archived. View the original item

NCS Participants:

The AAMVAnet NCS CERT (TEST) is now available. Normal application processing has resumed.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, January 17, 2017 11:29 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA Training for Jurisdictions

## This message has been archived. View the original item

CDLIS and S2S Participants:

Please find the upcoming training schedule below:

#### JANUARY:

18 WED 2:00-4:00 PM ET CD04 State-to-State History Request (intermediate)

18 WED 1:30-3:30 PM ET SPEXS Overview (basic)

19 THU 1:30-3:30 PM ET SPEXS Transactions AMIE (intermediate)

19 THU 2:00-4:00 PM ET CDLIS 10 Year History (intermediate)

23 MON 1:30-3:30 PM ET SPEXS Batch Transactions (intermediate)

25 WED 1:30-3:30 PM ET SPEXS Bulk Load (intermediate)

27 FRI 1:30-3:30 PM ET SPEXS State Procedures Manual (intermediate)

30 MON 2:00-4:00 PM ET CDLIS Re

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, January 30, 2017 7:18 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA Training for Jurisdictions

## This message has been archived. View the original item

### CDLIS and S2S Participants:

Please find the upcoming training schedule below:

#### JANUARY:

30 MON 2:00-4:00 PM ET CDLIS Reports Part A (intermediate)

31 TUE 2:00-4:00 PM ET CDLIS Reports Part B (intermediate)

#### FEBRUARY:

1 WED 2:00-4:00 PM ET CD90.4.1 Out-Of-State Transaction Report (intermediate)

1 WED 1:30-3:30 PM ET SPEXS Transactions NIEM (intermediate)

2 THU 1:30-3:30 PM ET SPEXS Web UI and Reports (intermediate)

6 MON 1:30-3:30 PM ET SPEXS Overview (intermediate)

7 TUE 2:00-4:00 PM ET CDLIS Reports Identifying Potential Issues Part 1 (advanced)

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:19 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA Training for Jurisdictions

## **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

#### **APRIL:**

25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced)
26 WED 2:00-4:00 PM ET CD14 Mark Driver Unique (intermediate)
27 THU 2:00-4:00 PM ET CD10 Delete Master Pointer Record (intermediate)

### MAY:

1 MON 2:00-4:00 PM ET CDLIS Performance Reports Part 1 (intermediate)
2 TUE 2:00-4:00 PM ET CDLIS Performance Reports Part 2 (intermediate)
3 WED 2:00-4:00 PM ET CD904.1 Out-of-State Transaction Reports (advanced)

9 TUE 2:00-4:00 PM ET CDLIS Reports- Identifying Potential Issues Part 1 (advanced) 10 WED 2:00-4:00 PM ET CDLIS Reports- Identifying Potential Issues Part 2 (advanced)

16 TUE 2:00-4:00 PM ET CD03 State-to-State Status Request (intermediate) 17 WED 2:00-4:00 PM ET CD04 State-to-State History Request (intermediate) 18 THU 2:00-4:00 PM ET CDLIS: Improving Data Quality (basic)

23 TUE 2:00-4:00 PM ET ACD Basics (basic)
24 WED 2:00-4:00 PM ET ACD Advanced (advanced)

25 THU 2:00-4:00 PM ET ACD Using Specific Codes (advanced)

30 TUE 2:00-4:00 PM ET CDLIS Rules for Driver Convictions (intermediate) 31 WED 2:00-4:00 PM ET CD11 Report-Out-of-State Conviction (intermediate)

Click the link below to view the course catalog and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a>.

If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to <a href="mailto:trainer@aamva.org">trainer@aamva.org</a>.

pasting

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, March 27, 2017 7:37 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA Training for Jurisdictions

## **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

#### MARCH:

28 TUE 2:00-4:00 PM ET PDPS Interactions (intermediate)

29 WED 2:00-4:00 PM ET PDPS Broken Pointers Management (intermediate)

\*New

30 THU 2:00-4:00 PM ET PDPS Cleanfile Processing (intermediate) \*New\*

#### **APRIL:**

4 TUE 2:00-4:00 PM ET CDLIS A Overview (basic)

5 WED 2:00-4:00 PM ET CDLIS B Inquiry Transactions (basic)

6 THU 2:00-4:00 PM ET CDLIS C Update Transactions (basic)

11 TUE 2:00-4:00 PM ET CD01 Search Inquiry (intermediate)

12 WED 2:00-4:00 PM ET CD02 Verification Inquiry (intermediate)

13 THU 2:00-4:00 PM ET CD05 AKA Data Inquiry (intermediate)

18 TUE 2:00-4:00 PM ET CD07 Add New Driver (intermediate)

19 WED 2:00-4:00 PM ET CD09 Change Data (intermediate)

20 THU 2:00-4:00 PM ET CD15 Update AKA Data (intermediate)

25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced)

26 WED 2:00-4:00 PM ET CD14 Mark Driver Unique (intermediate)

27 THU 2:00-4:00 PM ET CD10 Delete Master Pointer Record (intermediate)

Click the link below to view the course catalog and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a>.

If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to trainer@aamva.org.

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From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, March 14, 2017 6:13 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA Training for Jurisdictions

# **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

### MARCH:

14 TUE 2:00-4:00 PM ET CDLIS Rules for Driver Withdrawals (intermediate) 15 WED 2:00-4:00 PM ET CD16 Report Out-of-State Withdrawal (intermediate)

16 THU 2:00-4:00 PM ET CD17 Negate Out-of-State Withdrawal (intermediate)

28 TUE 2:00-4:00 PM ET PDPS Interactions (intermediate)

29 WED 2:00-4:00 PM ET PDPS Broken Pointers Management (intermediate)

\*New\*

30 THU 2:00-4:00 PM ET PDPS Cleanfile Processing (intermediate) \*New\*

#### APRIL:

4 TUE 2:00-4:00 PM ET CDLIS A Overview (basic)

5 WED 2:00-4:00 PM ET CDLIS B Inquiry Transactions (basic)

6 THU 2:00-4:00 PM ET CDLIS C Update Transactions (basic)

11 TUE 2:00-4:00 PM ET CD01 Search Inquiry (intermediate)

12 WED 2:00-4:00 PM ET CD02 Verification Inquiry (intermediate)

13 THU 2:00-4:00 PM ET CD05 AKA Data Inquiry (intermediate)

18 TUE 2:00-4:00 PM ET CD07 Add New Driver (intermediate)

19 WED 2:00-4:00 PM ET CD09 Change Data (intermediate)

20 THU 2:00-4:00 PM ET CD15 Update AKA Data (intermediate)

25 TUE 2:00-4:00 PM ET CDLIS Resolving Duplicate Pointers (advanced)

26 WED 2:00-4:00 PM ET CD14 Mark Driver Unique (intermediate)

27 THU 2:00-4:00 PM ET CD10 Delete Master Pointer Record (intermediate)

Click the link below to view the course catalog and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a>.

If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to trainer@aamva.org.

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, February 27, 2017 10:00 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA Training for Jurisdictions

### **CDLIS and S2S Participants:**

Please find the upcoming training schedule below:

### **FEBRUARY:**

28 TUE 2:00-4:00 PM ET PDPS Update Transactions (intermediate)

### **MARCH:**

1 WED 2:00-4:00 PM ET PDPS Interactions (intermediate)
2 THU 2:00-4:00 PM ET PDPS Broken Pointers Management (intermediate) \*New\*

6 MON 2:00-4:00 PM ET UNI Basic (basics)

7 TUE 2:00-4:00 PM ET UNI Advanced A (advanced)

8 WED 2:00-4:00 PM ET UNI Advanced B (advanced)

9 THU 2:00-4:00 PM ET AAMVAnet Basics (basic)

14 TUE 2:00-4:00 PM ET CDLIS Rules for Driver Withdrawals (intermediate)

15 WED 2:00-4:00 PM ET CD16 Report Out-of-State Withdrawal (intermediate)

16 THU 2:00-4:00 PM ET CD17 Negate Out-of-State Withdrawal (intermediate)

28 TUE 2:00-4:00 PM ET PDPS Interactions (intermediate)

29 WED 2:00-4:00 PM ET PDPS Broken Pointers Management (intermediate) \*New\*

Click the link below to view the course catalog and to register or enroll in a session: http://aamva.intevista.com.

If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to trainer@aamva.org.

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 15, 2017 5:57 AM

**To:** DOA DMV IT notices

**Subject:** AAMVA NCS CERT (TEST) Environment is Unvailable

## This message has been archived. View the original item

#### NCS Participants:

AAMVA Operations has identified a disconnect between AAMVA NCS CERT (TEST) environment and the Verizon network which is impacting jurisdictions.

The AAMVA Operations Helpdesk will provide additional status updates as received. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org> .

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, February 25, 2017 4:37 PM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Arizona Joining S2S

#### This message has been archived. View the original item

Dear CDLIS and S2S Participants:

Per the AZ-S2S migration plan, CDLIS/S2S is currently available in an INQUIRY-ONLY mode. CDLIS/S2S users can now send and receive responses to all inquiry transactions to the Central Site (CD01, CD02, CD05, CD06 and CD18). Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

Migration activities will continue through Sunday, February 26th, 2017. We will continue to keep you posted of the progress.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 12:20 PM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Arizona Joining S2S

# This message has been archived. View the original item

Dear CDLIS and S2S Participants:

AAMVA congratulates Arizona on successfully implementing S2S during the weekend of February 26th, 2017 and becoming the 11th participant using the new service. Arizona will now be able to use SPEXS to perform its CDLIS and S2S functions. Arizona can now track pointer information related to its Base Driver Licenses, Permit for Base Driver Licenses, and Identification Cards. This supports, among others, limiting any person to only one driver's license.

All migration activities have completed as per schedule. CDLIS and S2S services are fully operational no

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 12:10 PM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Arizona Joining S2S

# This message has been archived. View the original item

Dear CDLIS and S2S Participants:

AZ-S2S migration activities are in progress and on schedule. AAMVA would like to thank volunteer states Ohio and Iowa who assisted with Arizona's migration. All test cases passed.

We are now in the final stages and the CDLIS/S2S Central Site will continue to be down. All messages to the Central Site will be rejected for the time being.

Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

If you have any questions on the CDLIS/S2S downtime or the S2S implementation, please contact the AAMVA Operations

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 8:29 AM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Arizona Joining S2S

#### This message has been archived. View the original item

Dear CDLIS and S2S Participants:

AZ-S2S migration activities are in progress and on schedule. We will shortly begin testing with a few volunteer states. The CDLIS/S2S Central Site will remain unavailable to all other states. Messages to the Central Site will continue to be rejected for the time being. Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

If you have any questions on the CDLIS/S2S downtime or the S2S implementation, please contact the AAMVA Operations Help Desk at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 7:36 AM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Arizona Joining S2S

# This message has been archived. View the original item

Dear CDLIS and S2S Participants:

Per the AZ-S2S migration plan, CDLIS/S2S Central Site has been taken off-line and is currently unavailable. Messages to the CDLIS/S2S Central Site will be rejected for the time being. Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally, with the exception of Arizona.

Migration activities will continue throughout the rest of today, Sunday, February 26th, 2017. We will continue to keep you posted of the progress.

If you have any questions on the CDLIS/S2S downtime or the S2S implementation, please contact th

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, February 26, 2017 3:03 AM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Arizona Joining S2S

## This message has been archived. View the original item

Dear CDLIS and S2S Participants:

Per the AZ-S2S migration plan, CDLIS/S2S continues to be available in an INQUIRY-ONLY mode. CDLIS/S2S users can send and receive responses to all inquiry transactions to the Central Site (CD01, CD02, CD05, CD06 and CD18).

Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

Migration activities will continue throughout the rest of today, Sunday, February 26th, 2017. We will continue to keep you posted of the progress.

If you have any questions or concerns, please contact the AAMVA Operations Department a

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, January 28, 2017 7:05 PM

To: DOA DMV IT notices

**Subject:** AAMVA Alert – Update: Alaska Joining S2S

Importance: High

### This message has been archived. View the original item

Dear CDLIS and S2S Participants:

After being taken off-line at 10:35 PM ET, CDLIS/S2S is currently available in an INQUIRY-ONLY mode. CDLIS/S2S users can now send and receive responses to all inquiry transactions to the Central Site (CD01, CD02, CD05, CD06 and CD18). Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

Migration activities will continue through Sunday, January 29, 2017. We will continue to keep you posted of the progress.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMV

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, January 29, 2017 8:52 AM

To: DOA DMV IT notices

**Subject:** AAMVA Alert – Update: Alaska Joining S2S

Importance: High

#### This message has been archived. View the original item

CDLIS and S2S Participants:

Alaska S2S migration activities are in progress and on schedule. AAMVA would like to thank volunteer states Wyoming and the District of Columbia who assisted with Alaska's migration. All test cases passed.

We are now in the final stages and the CDLIS/S2S Central Site will continue to be down. All messages to the Central Site will be rejected during this time. Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

If you have any questions on the CDLIS/S2S downtime or the S2S implementation, please contac

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, January 29, 2017 6:39 AM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Alaska Joining S2S

Importance: High

### This message has been archived. View the original item

CDLIS and S2S Participants:

Alaska S2S migration activities are in progress and on schedule. We will shortly begin testing with a few volunteer states. The CDLIS/S2S Central Site will remain unavailable to all other states. Messages to the Central Site will continue to be rejected during this time. Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

If you have any questions on the CDLIS/S2S downtime or the S2S implementation, please contact the AAMVA Operations Help Desk at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, January 29, 2017 5:13 AM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Alaska Joining S2S

Importance: High

## This message has been archived. View the original item

CDLIS and S2S Participants:

Per the Alaska S2S migration plan, CDLIS/S2S Central Site has been taken off-line and is currently unavailable. Messages to the CDLIS/S2S Central Site will be rejected for the time being. Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

Migration activities will continue through Sunday, January 29, 2017. We will continue to keep you posted of the progress.

If you have any questions on the CDLIS/S2S downtime or the S2S implementation, please contact the AAMVA Operations Help Desk at 1-888-AAMVA80 opt

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, January 29, 2017 3:30 AM

To: DOA DMV IT notices

Subject: AAMVA Alert – Update: Alaska Joining S2S

Importance: High

### This message has been archived. View the original item

CDLIS and S2S Participants:

Per the Alaska S2S migration plan, CDLIS/S2S continues to be available in an INQUIRY-ONLY mode. CDLIS/S2S users can send and receive responses to all inquiry transactions to the Central Site (CD01, CD02, CD05, CD06 and CD18). Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally.

Migration activities will continue throughout the rest of today, Sunday, January 29, 2017. We will continue to keep you posted of the progress.

If you have any questions or concerns, please contact the AAMVA Operations Department a

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, February 25, 2017 3:41 PM

To: DOA DMV IT notices

**Subject:** AAMVA Alert – Arizona Joining S2S

### This message has been archived. View the original item

Dear CDLIS and S2S Participants:

A reminder that implementation activities to bring Arizona onboard with State-to-State (S2S) begins tonight at 8:00 PM ET. The CDLIS/S2S Central Site will be brought down. Messages to the CDLIS/S2S Central Site will be rejected after this time.

Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally. The CDLIS/S2S Central Site will be brought up in an INQUIRY-ONLY mode shortly after 8:00 PM ET. We will inform you when this happens. Migration activities will continue through Sunday, February 26th, 2017. We will c

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, January 28, 2017 3:32 PM

To: DOA DMV IT notices

**Subject:** AAMVA Alert – Alaska Joining S2S

Importance: High

### This message has been archived. View the original item

CDLIS and S2S Participants:

A reminder that the implementation activities to bring Alaska onboard with State-to-State (S2S) begins tonight at 8:00 PM ET. The CDLIS/S2S Central Site will be down. Messages to the CDLIS/S2S Central Site will be rejected after this time.

Messages being transmitted directly between states (CD03 and CD04) will continue to flow normally. CDLIS/S2S Central Site will be brought up in inquiry-only mode shortly. We will inform you when this happens. Migration activities will continue through Sunday, January 29, 2017. We will continue to keep you posted of

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 7, 2017 1:47 PM

**To:** DOA DMV IT notices

**Subject:** Wyoming Scheduled Maintenance Saturday, April 15, 2017

### Jurisdictions:

AAMVA Operations has been informed that Wyoming will be unavailable on Saturday, April 15, 2017 from 9:00 AM ET to 9:15 AM ET due to scheduled maintenance. Wyoming will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://newsammons.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Sunday, March 5, 2017 6:14 AM

**To:** DOA DMV IT notices

**Subject:** West Virginia is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that West Virginia is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, January 17, 2017 12:51 PM

**To:** DOA DMV IT notices

**Subject:** West Virginia Digital Image is Still Unavailable

**Importance:** High

### This message has been archived. View the original item

Digital Image Participants:

West Virginia Digital Image is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org>

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, January 17, 2017 10:12 AM

**To:** DOA DMV IT notices

**Subject:** West Virginia Digital Image is Currently Unavailable

Importance: High

### This message has been archived. View the original item

Digital Image Participants:

AAMVA's Operations Department has been notified that West Virginia Digital Image is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org>

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 5:44 PM

**To:** DOA DMV IT notices

**Subject:** West Virginia Digital Image is Currently Unavailable

### Digital Image Participants:

AAMVA's Operations Department has been notified that West Virginia Digital Image is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 6:01 PM

**To:** DOA DMV IT notices

**Subject:** West Virginia Digital Image is Available

# Digital Image Participants

West Virginia Digital Image has resumed normal application processing.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 9, 2017 2:52 PM

**To:** DOA DMV IT notices

**Subject:** Washington Scheduled Maintenance Saturday, February 11, 2017

### This message has been archived. View the original item

### Jurisdictions:

AAMVA has been informed that Washington will be performing scheduled maintenance on Saturday, February 11th, 2017 from 6:00 PM ET to 8:30 PM ET. Washington will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 6:02 AM

**To:** DOA DMV IT notices

**Subject:** Washington Remains Unavailable

Importance: High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that Washington is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 3:52 AM

**To:** DOA DMV IT notices

**Subject:** Washington is Currently Unavailable

## This message has been archived. View the original item

### Jurisdictions:

AAMVA's Operations Department has been notified that Washington is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 27, 2017 7:34 AM

**To:** DOA DMV IT notices **Subject:** Washington is Available

**Importance:** High

## This message has been archived. View the original item

#### Jurisdictions:

Washington has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 23, 2017 1:31 PM

**To:** DOA DMV IT notices

**Subject:** Washington D.C. Scheduled Maintenance on Sunday, March 26, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Washington D.C. will be unavailable on Sunday, March 26, 2017 from 8:00 PM ET to 6:00 AM ET Monday, March 27, 2017, due to scheduled maintenance. Washington D.C. will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 4, 2017 4:38 AM

**To:** DOA DMV IT notices

**Subject:** Virginia Digital Image is Currently Unavailable

### Digital Image Participants:

AAMVA's Operations Department has been notified that Virginia Digital Image is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 4, 2017 5:23 AM

To: DOA DMV IT notices

**Subject:** Virginia Digital Image is Available

### Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 10, 2017 8:08 AM

**To:** DOA DMV IT notices

**Subject:** Vermont Scheduled Maintenance - Sunday, March 12, 2017

### Jurisdictions:

AAMVA has been informed that Vermont will be performing scheduled maintenance on Sunday, March 10, 2017 from 6:00 PM ET to 10:00 AM ET. Vermont will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 16, 2017 6:50 AM

**To:** DOA DMV IT notices

Subject: Verizon Scheduled Maintenance Sunday, February 19, 2017 01:00 AM ET until 07:00 AM

EΤ

Importance: High

### This message has been archived. View the original item

Jurisdictions:

On Sunday, February 19, 2017, due to Verizon maintenance, NCS Production will experience a 30 minute outage sometime between 01:00 am ET and 07:00 am ET.

Only if said outage occurs outside of the normal AAMVA maintenance window (2 am ET to 5 am ET), would it affect NCS users for up to 30 minutes.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages. If you have any questions or concerns, please contact the AAMVA Operations Depart

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, January 14, 2017 6:59 AM

**To:** DOA DMV IT notices

**Subject:** Update Mississippi Scheduled Maintenance on Monday, January 16, 2017

## This message has been archived. View the original item

### Jurisdictions:

AAMVA Operations has been informed that Mississippi will be performing scheduled maintenance on Monday, January 16th, 2017 from 10:00 AM ET to 11:00 AM ET. Mississippi will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 10:04 AM

**To:** DOA DMV IT notices **Subject:** Upcoming AAMVA Webinar

### This message has been archived. View the original item

CDLIS and S2S Participants:

Please join us for these FREE, educational and timely webinars. Learn about the following hot topics all from the comfort of your computer. Click on a webinar to learn more or go directly to the registration page by choosing the "Register Now" button. Members will be prompted to login with their AAMVA account, then proceed to register for each webinar.

Title:

Understanding and Using: New CD90.7.7 Selective DHR Validation Report

Date:

Wednesday, February 22, 2017

Time:

2:00 - 3:00 pm (ET)

Speaker:

Jessie Rogers, S

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 13, 2017 5:48 AM

**To:** DOA DMV IT notices

**Subject:** The NMVTIS State Web Inquiry Application is Available

State Web Inquiry Participants:

The NMVTIS State Web Inquiry application is now available.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, January 11, 2017 6:28 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

### This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8,

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, February 1, 2017 5:17 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

## This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8,

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 8, 2017 5:45 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

### **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on March 19th, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8<sup>th</sup>, 2017, and plan to send your file to NDR no later than March 15<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR Operations@dot.gov.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 1, 2017 7:55 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

### **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on March 19th, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8<sup>th</sup>, 2017, and plan to send your file to NDR no later than March 15<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR Operations@dot.gov.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, January 25, 2017 5:30 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

### This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8,

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 22, 2017 5:15 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

Importance: High

### This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19th, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 15, 2017 5:20 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

Importance: High

### This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19th, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, February 8, 2017 8:11 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

### This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8,

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, January 18, 2017 5:25 AM

To: DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on March 19, 2017

### This message has been archived. View the original item

PDPS Participants:

The National Driver Register will conduct a Cleanfile on March 19, 2017

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by March 8,

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 5:35 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

### PDPS Participants:

The National Driver Register will conduct a Cleanfile on June 18, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by June 7, 2017, and plan to send your file to NDR no later than June 14, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR Operations@dot.gov<mailto:NDR Operations@dot.gov>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 26, 2017 5:31 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

### **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by June 7<sup>th</sup>, 2017, and plan to send your file to NDR no later than June 14<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR Operations@dot.gov<mailto:NDR Operations@dot.gov.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 20, 2017 5:52 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

Importance: High

### **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by June 7<sup>th</sup>, 2017, and plan to send your file to NDR no later than June 14<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

If you plan to participate in this Cleanfile or if you have any questions please contact the NDR Office by sending an e-mail to NDR\_Operations@dot.gov<mailto:NDR\_Operations@dot.gov.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 24, 2017 2:09 PM

**To:** DOA DMV IT notices

**Subject:** Texas Scheduled Maintenance Sunday, February 26, 2017

### This message has been archived. View the original item

### Jurisdictions:

AAMVA Operations have been informed that Texas will be unavailable on Sunday, February 26, 2017 from 6:00 AM ET to 12:00 PM ET due to scheduled maintenance. Texas will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, April 27, 2017 2:00 PM

**To:** DOA DMV IT notices

**Subject:** Texas Scheduled Maintenance for Sunday, April 30, 2017

### Jurisdictions:

AAMVA Operations has been informed that Texas will be performing maintenance on Sunday, April 30, 2017 from 6:30 AM ET to 12:00 PM ET. Texas will be not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 18, 2017 12:59 PM

**To:** DOA DMV IT notices

**Subject:** SSOLV & HAVV Intermittent Issue is resolved

# **SSOLV & HAVV Participants:**

AAMVA has been notified by Social Security that the SSOLV & HAVV intermittent issue has been resolved.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 18, 2017 11:41 AM

**To:** DOA DMV IT notices

**Subject:** SSOLV & HAVV are Experiencing Intermittent Issues

**Importance:** High

### **SSOLV & HAVV Participants:**

AAMVA has been notified by Social Security that the SSOLV & HAVV applications are experiencing intermittent issues.

The AAMVA Operations Helpdesk will notify you when resolved. Thank you for your patience as the Social Security team works through the issue resolution.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 21, 2017 11:25 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance Tuesday, February 21, 2017

### This message has been archived. View the original item

### Jurisdictions:

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Tuesday, February 21, 2017 from 6:00 PM ET to 10:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 19, 2017 11:57 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance on Sunday, January 22, 2017

**Importance:** High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations have been informed that South Carolina will be unavailable on Sunday, January 22, 2017 from 1:00 PM ET to 4:00 PM ET due to scheduled maintenance. South Carolina will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 10:34 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance on Sunday, February 5, 2017

Importance: High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations have been informed that South Carolina will be unavailable on Sunday, February 5th, 2017 from 1:00 PM ET to 4:00 PM ET due to scheduled maintenance. South Carolina will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 26, 2017 8:45 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance on Saturday, February 4, 2017

Importance: High

### This message has been archived. View the original item

#### Jurisdictions:

AAMVA Operations have been informed that South Carolina will be unavailable on Saturday, February 04, 2017 from 10:00 AM ET to 11:30 AM ET due to scheduled maintenance. South Carolina will not be able to process transactions during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 11, 2017 8:35 AM

**To:** DOA DMV IT notices

Subject: South Carolina Scheduled Maintenance Tuesday, April 11, 2017

### **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Tuesday, April 11<sup>th</sup>, 2017 from 6:00 PM ET to 10:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 17, 2017 7:08 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance Sunday, March 19, 2017

### **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Sunday, March 19<sup>th</sup>, 2017 from 1:00 PM ET to 4:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 21, 2017 10:33 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina Scheduled Maintenance Sunday, April 23, 2017

### **Jurisdictions:**

AAMVA has been informed that South Carolina will be performing scheduled maintenance on Sunday, April 23, 2017 from 1:00 PM ET to 4:00 PM ET. South Carolina will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 15, 2017 7:03 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina is Currently Unavailable

### This message has been archived. View the original item

### Jurisdictions:

AAMVA's Operations Department has been notified that South Carolina is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 23, 2017 4:30 AM

**To:** DOA DMV IT notices

**Subject:** South Carolina is Currently Unavailable

### This message has been archived. View the original item

### Jurisdictions:

AAMVA's Operations Department has been notified that South Carolina is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org

**Sent:** Wednesday, February 15, 2017 8:23 AM

**To:** DOA DMV IT notices **Subject:** South Carolina is Available

### This message has been archived. View the original item

### Jurisdictions:

South Carolina has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 28, 2017 9:35 AM

**To:** DOA DMV IT notices **Subject:** Rhode Island is Available

### Jurisdictions:

Rhode Island has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.1081/journal.org/">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, April 18, 2017 12:33 PM

**To:** DOA DMV IT notices

**Subject:** Reminder to CDLIS Participants

### Reminder to CDLIS Participants:

AAMVA has created a page for the Medical Examiner's Certification Integration final rule (i.e., National Registry II) on the AAMVA website: <a href="http://www.aamva.org/National-Registry-II/">http://www.aamva.org/National-Registry-II/</a>

Listed below are steps on how to navigate to this page from AAMVA's home page:

- Select the 'Driver Licensing and Identification' photo at the top of the screen
- To the right of the screen, under 'Driver Licensing Systems', select 'CDLIS'
- To the right of the screen, under 'Related Content', select 'National Registry II'

The National Registry II page has three tabs which provide the following information:

- Overview Overview of the National Registry II requirements and solution
- Documentation Documentation available for National Registry II
- Participation National Registry II State implementation status

FMCSA has approved the Mini Specification for the first National Registry II transaction 'NR01 MEC Verification Inquiry'. This Mini Specification and notes regarding the usage of this document is now available under the 'Documentation' tab.

AAMVA hosted webinars that provided a high level overview of the National Registry II solution, and a walk through of the NR01 Mini Spec in February 2017. The recording for these webinars and associated slides can be found in the AAMVA Webinar Archives: <a href="http://www.aamva.org/Webinar-Archives/">http://www.aamva.org/Webinar-Archives/</a>

AAMVA will continue to release Mini Specifications for National Registry II and will inform you once they are available. The complete Master Specification will be published by February 2018. If you have any questions regarding the specification, please contact Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 1, 2017 4:25 AM

**To:** DOA DMV IT notices

**Subject:** Reminder: PDPS will be Unavailable on Sunday March 12, 2017 from 8am ET until 4:30

pm ET

### PDPS Participants:

NDR has notified AAMVA Operations that the PDPS application, in both test and production, will be **unavailable** due to a Disaster Recovery exercise on Sunday, March 12, 2017 from 8:00 am ET to 4:30 pm ET.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 9, 2017 4:13 AM

**To:** DOA DMV IT notices

**Subject:** Reminder: PDPS will be Unavailable on Sunday March 12, 2017 from 8am ET until 4:30

pm ET

### PDPS Participants:

NDR has notified AAMVA Operations that the PDPS application, in both test and production, will be **unavailable** due to a Disaster Recovery exercise on Sunday, March 12, 2017 from 8:00 am ET to 4:30 pm ET.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 31, 2017 5:57 AM

**To:** DOA DMV IT notices

Subject:Reminder: New Change Data Request Form - Roll Out - April 3rd 2017Attachments:NMVTIS DataChangeRequestForm\_20170123\_20170320144457\_572760.doc

Importance: High

### **NMVTIS Participants:**

Please find the new NMVTIS Data Change Request Form attached for your review/usage.

Jurisdictions should begin usage of this new form, from Monday April 3<sup>rd</sup>, 2017.

### Purpose of the form:

This form should be used by States to send data correction request to AAMVA Helpdesk, when the State is not able to make the change themselves.

### Availability of the form:

The form will also be available on the AAMVA website under "documentation" tab at the following location <a href="http://www.aamva.org/NMVTIS/">http://www.aamva.org/NMVTIS/</a>

Please contact Helpdesk@aamva.org or call 1-888-AAMVA80 Option 1 with any questions.



### 1 VIN per Form

### **INSTRUCTIONS**

**SEND Instructions:** An email addressed to <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a> from an authorized requester, must be sent along with a completed NMVTIS Data Change Request Form for each record to be changed. The subject line of the email should include the following: Requesting SOT VIN Number – Title/Brand Add/Modify/Delete

Subject Line Example: AA VIN 12345678901234567 - Title Add

Please note, this opens a ticket at AAMVA which will be sent to you. For all subsequent questions / additional information on this ticket, please update the last email sent with the ticket number by doing a Reply All. Do not send a separate email without the same subject (which includes the ticket information) or a separate ticket will be opened making it hard to track this change request.

If a correction needs to be made the ticket will be returned to the sender in PENDING status. Pending status creates an email to the sender with this line:

Additional information is required to continue working on your issue, please refer to the comments section in this e-mail for notes from the AAMVA Helpdesk.

You can reply directly to this e-mail with the required information and the ticket will be automatically updated and the AAMVA Helpdesk will be notified.

**Workspace:** External Production

**Ticket:** AA VIN 12345678901234567 - Title Add

Ticket Number: 123456

If the state needs to make corrections to the form (form was not filled out correctly) the state should make the corrections as noted in the comments section of the email mentioned above and send the ticket back to AAMVA using that same email by doing a Reply All and attaching the corrected form.

Email: helpdesk@aamva.org

Note - Please send the form ONLY in word document format to AAMVA Helpdesk. Do not convert in to PDF.

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## 1 VIN per Form

### **FORM Instructions:**

### Requester Information

- A. Your State (required)
- B. Date of Request (required)
- C. Your Name (required)
- D. Your Phone Number (required)

### II. VIN

A. Vehicle Identification Number of the Vehicle (required). This should be the VIN to be used on the updated record

### **III. VIN Change**

A. Provide the Old VIN if the VIN is changing

### IV. Required Information for Title Add/Modify/Deletes

- A. **Title Number** Required if adding/changing/deleting title data
- B. **Title Issue Date** Required if adding/changing/deleting title data
- C. If the title being corrected was issued but never left the DMV (was not a negotiable title) check the box if answer is YES. Note: NMVTIS keeps a record of all negotiable titles in history in order to have a record of what was actually issued.
- D. Add Title for Vehicle NOT on NMVTIS (Option) Check if adding a title for a vehicle that is not on NMVTIS (either the VIN does not exists on NMVTIS or the vehicle having the VIN on NMVTIS is a different vehicle than on NMVTIS).
  - 1. If adding title for a VIN that is currently not in NMVTIS, was an MCO presented as proof of ownership: Check the box if answer is YES
  - 2. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- E. Add Current Title to Existing NMVTIS Vehicle (Option) Check if adding a current title to an existing vehicle record in NMVTIS.
  - 1. Was the change due to change state of title: Check the box if answer is YES
  - 2. Was the change due to in-state title transfer: Check the box if answer is YES
  - 3. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- F. **Modify Current Title on NMVTIS** (Option) Check if modifying a current title on NMVTIS.
  - 1. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- G. Add History Title to NMVTIS (Option) Check if adding a title which has since been replaced by a newer title on NMVTIS.

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## 1 VIN per Form

- 1. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- H. **Modify History NMVTIS Title** (Option) Check if you are asking for a change to a title in NMVTIS history.
  - 1. Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
- Delete History Title (Option) Check if deleting a title in NMVTIS history. Note: Only
  delete if title was issued in error and never was negotiable or has been successfully recalled.
  NMVTIS keeps a record of all negotiable titles in history in order to have a record of what
  was actually issued.
- J. Delete Current Title (Option) Check if deleting the most recent title in NMVTIS. Note: Only delete if title was issued in error and never was negotiable or has been successfully recalled. NMVTIS keeps a record of all negotiable titles in history in order to have a record of what was actually issued. To move this record to history select the Modify Current Title on NMVTIS Option.
- K. Reset Change State of Title (CSOT) Flag (Option) Check if you need to have the CSOT Flag reset. In order to reset the CSOT Flag you must be the OLD SOT and confirm that the data existing on NMVTIS prior to the change matches the data that is on the State's database. If the data does not match you must ensure the data on the State's database or on NMVTIS is updated (whichever needs correction) before resetting the flag. If the record has been purged/ archived off the State's database, you must also request that the record be updated on NMVTIS to Purged. In addition to checking Reset CSOT Option also check Modify Current Title option and check the Active to Purged box under NMVTIS Current Value section.

### v. Title Information

Fill in the Current Value that is already on NMVTIS and the Requested Value you want on NMVTIS. If the record is not on NMVTIS fill in only the Requested Value

- A. Title Number
- B. Title Issue Date
- C. State Titling Key needed only if state is correcting state titling key
- D. Transaction Date Date the transaction was conducted at your state
- E. Make needed only if state is correcting Make, use the Make as it is on the Title
- F. Model Year needed only if state is correcting Model Year
- G. Odometer Reading needed only if state is correcting Odometer Reading
- H. Odometer Unit of Measure –needed only if state is correcting Odometer Reading
- I. Data Available Indicator needed only if state is changing data available indicator

### vi. Required Information for Brand

- A. Brand Code on NMVTIS Required if changing brand data
- B. Brand Date on NMVTIS Required if changing brand data

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### 1 VIN per Form

- C. Select one of the following:
  - 1. Add Brand Check if adding a brand
    - a) Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.
  - 2. **Delete Brand** Check if deleting an existing brand record. NOTE: Brands should not be removed unless they were reported in error. Do not remove brands from NMVTIS that are being removed from the State's system due to vehicle age, etc.
    - a) Choose the reason you are asking for the data change from the drop down box by clicking on "You Must Choose Reason..." If you choose "Other" fill in the reason in the next text box.

NOTE: To modify a brand we must delete the old record and add a new record.

### **VII. Brand Information**

- A. Make needed only if state is correcting make on brand record use the Make as it is on the Title
- B. Model Year needed only if state is correcting model year on brand record
- C. Percent Damage and Percent of Damage Type needed only if state records percent of damage on NMVTIS. Should only be filled in for Dismantled, Salvaged, Totaled, or Owner Retained brands.
  - 1. Percent of Damage Type A for Actual or T for Threshold
  - 2. Percent of Damage the percent of damage recorded



# 1 VIN per Form

REQUIRED - REQUESTER INFORMATION					
Your State:		Date of Request:			
Your Name:					
Phone #					
	Vehicle Iden	tification Number (VIN)			
REQUIRED	O - VIN:				
IF THE VIN IS CHANGING PROVIDE OLD VIN:					
Please note there are detailed instructions on page 1 – 3 of this form and detailed information that is required to be filled in on page 6 of this form					
Required Information for TITLE Change Only					
REQUIRED for Title Change Request - Provide Title Number on NMVTIS:					
REQUIRED for Ti	tle Change Request - Provid	e Title Issue Date on NMVTIS:			
		Check Box if Answer is Yes At least 1 box in this column needs to be checked	Check Box if Answer is Yes		
Required: Was title being corrected/previous title non-negotiable/never issued to customer prior to this Add/Modify/Delete transaction?					
Add Vehicle to NMVTIS					
Was an MCO presented as proof of ownership?					
Are you intentionally adding a duplicate (vehicle on NMVTIS with same VIN but has been verified as a different vehicle)					
Reason for Add Vehicle Request:		You Must Choose Reason If Adding Vehicle "Other" Reason:			
Add Current Title to	Existing NMVTIS Vehicle				
Was this a Chan	ge State of Title				
Was this an In-State Title Transfer					
Modify Title on Exis	ting NMVTIS Vehicle				
Reason for Add/Modify Request:		You Must Choose Reason If Adding/Modifying Title "Other" Reason:			
Add History Title to NMVTIS					
Reason for Add History Request:		You Must Choose Reason If Adding History Title "Other" Reason:			
Modify History NMVTIS Title					
Reason for Modi	fy History Request:	You Must Choose Rease "Other" Reason:	on if Modifying History Title		
CONTINUED ON NEXT PAGE					

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# 1 VIN per Form

Delete History NMVTIS Title				
Reason for Delete History Title Request:	You Must Choose Reason if Deleting History Title "Other" Reason:			
Delete Current Title				
Reason for Delete Current Title Request:	You Must Choose Reason if Deleting Current Title "Other" Reason:			
Reset Change State of Title (CSOT) Flag				
To have the CSOT Flag reset you must confirm the data on NMVTIS prior to change matches data on State database				
Data Available Indicator	Active to Purged	Purged to Active		
Required Inform	nation for Title Change Only			
TITLE FIELD NAME	NMVTIS Current Value	Requested Value		
Title Number				
Title Issue Date				
State Titling Key				
Transaction Date				
Make (as it is on Title)				
Model Year				
Odometer Reading				
Odometer Unit of Measure				
Required Information	ation for Brand Change Onl	у		
REQUIRED for	Brand Change - Brand Code:			
REQUIRED for Brand Change - Brand Date:				
	Check Box if Answer is Yes At least 1 box in this column needs to be checked			
Add Brand				
Reason for Add Brand Request:	You Must Choose Reason if Adding Brand "Other" Reason:			
Delete Brand				
Reason for Delete Brand Request:	You Must Choose Reason if Deleting Brand "Other" Reason:			
BRAND FIELD NAME	Current Value	Requested Value		
Make (as it is on the Title)				
Model Year				

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# 1 VIN per Form

If State Records Percent Damage on NMVTIS provide values for the following brands: (Dismantled, Salvaged, Totaled, or Owner Retained)				
Percent Damage Type (Actual/Threshold)				
Percent Damage				

# Comments

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 19, 2017 6:34 AM

**To:** DOA DMV IT notices

**Subject:** Pennsylvania Scheduled Network Maintenance Sunday, February 5, 2017

### This message has been archived. View the original item

### Jurisdictions:

Pennsylvania will perform scheduled maintenance on Sunday, February 5th, 2017 from 10:00 AM ET to 2:00 PM ET. Pennsylvania will be unable to process messages during the maintenance window.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org < mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 28, 2017 10:31 AM

**To:** DOA DMV IT notices

**Subject:** Pennsylvania is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that Pennsylvania is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, February 28, 2017 11:29 AM

**To:** DOA DMV IT notices **Subject:** Pennsylvania is Available

### Jurisdictions:

Pennsylvania has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 24, 2017 12:58 PM

**To:** DOA DMV IT notices

**Subject:** Pennsylvania Digital Image Scheduled Maintenance Sunday, March 26th, 2017

#### Jurisdictions:

AAMVA has been informed that Pennsylvania will be performing a scheduled maintenance on their Digital Image Application on Sunday, March 26th, 2017 from 8:00 AM ET to 10:00 AM ET. Due to this maintenance activity, Pennsylvania's PDPS and Digital Image application will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80, option 1, or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 24, 2017 12:27 PM

**To:** DOA DMV IT notices

Subject: PDPS will be Unavailable on Sunday March 12, 2017 from 8am ET until 4:30 pm ET

### This message has been archived. View the original item

### PDPS Participants:

NDR has notified AAMVA Operations that the PDPS application, in both test and production, will be unavailable due to a Disaster Recovery exercise on Sunday, March 12, 2017 from 8:00 am ET to 4:30 pm ET.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org <mailto:helpdesk@aamva.org> .

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, March 20, 2017 10:00 AM

**To:** DOA DMV IT notices

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, March 21, 2017

### PDPS Participants:

NDR has notified AAMVA Operations the PDPS Test environment will be unavailable on Tuesday, March 21, 2017 from 9:00 PM ET, until Wednesday, March 22, 2017 at 12:00 AM ET due to scheduled maintenance.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 6:44 AM

**To:** DOA DMV IT notices

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, February 7, 2017

**Importance:** High

### This message has been archived. View the original item

PDPS Participants:

NDR has notified AAMVA Operations the PDPS Test environment will be unavailable on Tuesday, February 7th, 2017 from 9:00 PM ET to 12:00 AM ET due to scheduled maintenance.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org < mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:38 PM

**To:** DOA DMV IT notices

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, April 25, 2017

### PDPS TEST Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Tuesday, April 25, 2017 from 9:00 PM ET to 11:59 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 3, 2017 6:28 AM

**To:** DOA DMV IT notices

**Subject:** PDPS TEST Scheduled Maintenance for Sunday, April 9, 2017

### PDPS Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on PDPS Production and Test on Sunday, April 9, 2017 between 9:00 AM ET and 12:00 PM ET. PDPS should be available during the maintenance window however the application may be brought down during this time period if any maintenance issues occur.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, January 10, 2017 8:57 AM

**To:** DOA DMV IT notices

**Subject:** PDPS State Procedures Manual Publication

### This message has been archived. View the original item

Dear PDPS User Community:

As a result of the joint efforts of AAMVA and NHTSA, and the invaluable assistance of the NDR Working Group, we are pleased to announce the publication of the new edition of the PDPS State Procedures Manual, which you can access in the AAMVA website (http://www.aamva.org/PDPS/ <a href="http://www.aamva.org/PDPS/">http://www.aamva.org/PDPS/></a>).

This new release (3.0.1) of the manual adopts a more appealing style in line with the revamped PDPS Master Specifications published in July 2016. The new version of the PDPS SPM consolidates older documents, namely PDPS State Procedures, Version 2

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, February 3, 2017 6:50 AM

**To:** DOA DMV IT notices

**Subject:** PDPS Production Scheduled Maintenance for Sunday, February 12, 2017

Importance: High

### This message has been archived. View the original item

PDPS Participants:

NDR has notified AAMVA Operations the PDPS Production environment will be unavailable on Sunday, February 12th, 2017 from 10:00 AM ET to 2:00 PM ET due to scheduled maintenance.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org < mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 12:52 PM

**To:** DOA DMV IT notices

**Subject:** PDPS PROD Scheduled Maintenance for Sunday, April 30, 2017

### **PDPS Participants:**

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on PDPS Production Sunday, April 30<sup>th</sup>, 2017 from 10:00 AM ET to 2:00 PM ET. PDPS should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, January 19, 2017 9:00 AM

**To:** DOA DMV IT notices

**Subject:** Oregon Scheduled Network Maintenance Sunday, January 22, 2017

### This message has been archived. View the original item

### Jurisdictions:

Oregon will perform scheduled maintenance on Sunday, January 22nd, 2017 from 07:00 AM ET to 4:00 PM ET. Oregon will be unable to process messages during the maintenance window.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org < mailto:helpdesk@aamva.org > .

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 4:04 PM

**To:** DOA DMV IT notices

**Subject:** Oregon is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that Oregon is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 24, 2017 4:24 PM

To: DOA DMV IT notices
Subject: Oregon is Available

## Jurisdictions:

Oregon has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 5, 2017 9:10 AM

**To:** DOA DMV IT notices

Subject: Ohio Digital Image Exchange Scheduled Maintenance Saturday, April 8, 2017 to Sunday,

April 9, 2017

Importance: High

# **Digital Image Participants:**

AAMVA Operations has been informed that Ohio Digital Image Exchange will be performing scheduled maintenance on Saturday, April 8<sup>th</sup>, 2017 from 5:00 PM ET until 10:00 AM ET Sunday, April 9<sup>th</sup>, 2017. Ohio Digital Image Exchange will not be able to process any transactions during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://helpdesk@aamva.org">helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 10, 2017 3:45 PM

**To:** DOA DMV IT notices

**Subject:** North Dakota Remains Unavailable

Importance: High

#### Jurisdictions:

AAMVA's Operations Department has been notified that North Dakota is still unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 10:23 AM

**To:** DOA DMV IT notices

**Subject:** North Dakota Is Still Experiencing Intermittent Connectivity Issues

## This message has been archived. View the original item

#### Jurisdictions:

North Dakota is still experiencing intermittent issues and may be unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 8:47 AM

**To:** DOA DMV IT notices

**Subject:** North Dakota is Experiencing Intermittent Connectivity Issues

#### This message has been archived. View the original item

#### Jurisdictions:

AAMVA's Operations Department has been notified that North Dakota is experiencing intermittent connectivity issues, and may be unable to process queries. The jurisdiction does not have an ETA for resolution at this time. The AAMVA Operations Help Desk will continue to monitor progress and report the status as it is received. If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 10, 2017 1:43 PM

**To:** DOA DMV IT notices

**Subject:** North Dakota is Currently Unavailable

Importance: High

Jurisdictions:

AAMVA's Operations Department has been notified that North Dakota is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 13, 2017 11:42 AM

**To:** DOA DMV IT notices **Subject:** North Dakota is Available

# This message has been archived. View the original item

#### Jurisdictions:

North Dakota has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 10, 2017 4:45 PM

**To:** DOA DMV IT notices **Subject:** North Dakota is Available

Importance: High

## Jurisdictions:

North Dakota has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.1081/journal.org/">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 2, 2017 5:14 AM

**To:** DOA DMV IT notices

**Subject:** North Carolina is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that North Carolina is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, March 2, 2017 5:29 AM

**To:** DOA DMV IT notices **Subject:** North Carolina is Available

## Jurisdictions:

North Carolina has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, January 28, 2017 1:45 PM

**To:** DOA DMV IT notices **Subject:** NMVTIS Theft is Available

**Importance:** High

# This message has been archived. View the original item

# NMVTIS Participants:

NMVTIS Theft is available. Normal application processing has resumed. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, March 14, 2017 12:09 PM

To: DOA DMV IT notices

**Subject:** NMVTIS Theft is Available – Brief Interruption

Importance: High

# **NMVTIS Participants:**

NMVTIS Theft experienced a brief interruption of service for 3 minutes and 57 seconds between 15:55:17 ET and 15:59:14 ET. The NMVTIS Theft system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, January 28, 2017 12:07 PM

**To:** DOA DMV IT notices

**Subject:** NMVTIS Theft File is still Unavailable

## This message has been archived. View the original item

# **NMVTIS Participants:**

NMVTIS Theft File is currently unavailable. AAMVA is investigating the issue, with no ETR at this time. Please do not call or email the help desk to report this issue as we are aware and currently working towards a resolution. The AAMVA Operations department will continue to monitor progress and report the status as it is received.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, January 10, 2017 12:45 PM

**To:** DOA DMV IT notices

**Subject:** NMVTIS State Web Interface (SWI) planned outage

#### This message has been archived. View the original item

#### **NMVTIS Participants:**

AAMVA will be performing a maintenance to the NMVTIS State Web Interface (SWI) application on Sunday January 15, 2017. The NMVTIS State Web Interface (SWI) application will be unavailable on Sunday January 15, 2017 from 9:00 AM to 10:00 AM EST.

This outage does not impact NMVTIS online or batch processing applications.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages. If you have any questions or concerns, please contact the AAMVA Operat

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 9:56 AM

To: DOA DMV IT notices
Subject: NMVTIS is Available

# **NMVTIS Participants:**

NMVTIS experienced several interruptions of service between 13:33:06 ET and 13:42:37 ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, April 14, 2017 11:34 AM

To: DOA DMV IT notices

**Subject:** NMVTIS is Available – Service Interruption

# **NMVTIS Participants:**

NMVTIS experienced an interuption of service for 9 min 40 sec between 15:16:13 ET and 15:25:53 ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, March 17, 2017 8:58 AM

To: DOA DMV IT notices

**Subject:** NMVTIS is Available – Brief Interruption

Importance: High

# **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 31 seconds between 12:47:02 ET and 12:47:33 ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Saturday, April 22, 2017 4:32 PM

To: DOA DMV IT notices

**Subject:** NMVTIS is Available – Brief Interruption

## **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 12 seconds between 7:40:25 PM ET and 7:40:37 PM ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, April 17, 2017 6:38 AM

To: DOA DMV IT notices

**Subject:** NMVTIS is Available – Brief Interruption

# **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 1 min. 2sec. between 10:28:21 ET and 10:29:23 ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://example.com/Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 22, 2017 5:59 AM

To: DOA DMV IT notices

**Subject:** NMVTIS is Available – Brief Interruption

Importance: High

# **NMVTIS Participants:**

NMVTIS experienced a brief interruption of service for 1 minute and 9 seconds between 09:51:22 ET and 09:52:31 ET. The NMVTIS system is currently available and has resumed normal operation.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 23, 2017 6:46 AM

**To:** DOA DMV IT notices

**Subject:** NMVTIS Currently Unavailable

Importance: High

# This message has been archived. View the original item

## NMVTIS Participants:

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 12, 2017 6:29 AM

**To:** DOA DMV IT notices

**Subject:** NMVTIS Currently Unavailable

# **NMVTIS Participants:**

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, March 29, 2017 9:44 AM

**To:** DOA DMV IT notices

**Subject:** NMVTIS Currently Unavailable

# **NMVTIS Participants:**

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, March 7, 2017 6:31 AM

**To:** DOA DMV IT notices

**Subject:** NMVTIS Currently Unavailable

Importance: High

# **NMVTIS Participants:**

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, February 23, 2017 6:58 AM

**To:** DOA DMV IT notices **Subject:** NMVTIS Available

Importance: High

# This message has been archived. View the original item

# NMVTIS Participants:

NMVTIS is available. Normal application processing has resumed. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org <mailto:Helpdesk@aamva.org>

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, April 12, 2017 7:10 AM

To:DOA DMV IT noticesSubject:NMVTIS Available

# **NMVTIS Participants:**

NMVTIS is available. Normal application processing has resumed. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://heb.new.new.org">helpdesk@aamva.org</a>

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, March 7, 2017 6:35 AM

**To:** DOA DMV IT notices **Subject:** NMVTIS Available

Importance: High

# **NMVTIS Participants:**

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, January 20, 2017 11:02 AM

**To:** DOA DMV IT notices

**Subject:** New York Scheduled Maintenance Sunday, January 22, 2017

# This message has been archived. View the original item

Jurisdictions:

AAMVA has been informed that New York will be performing scheduled maintenance on Sunday, January 22, 2017 from 8:00 AM ET to 12:00 PM ET. New York will be unavailable during this time period.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org.



From: Haque, Tamanna <THaque@aamva.org>

Sent:Friday, April 28, 2017 8:15 PMTo:Tham, Nichole M (DOA)Subject:Accept: FW: AK CSTIMS

From: NmvtisReports@aamva.org
Sent: Saturday, April 29, 2017 4:18 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

Attachments: DuplicateVinReportDW\_AK\_20170428.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK) for 4/28/2017

No Duplicates Created on 4/28/2017

Environment:

1/29/2017

Page: 1

Duplicate VINs Created By ALASKA

Document ID: 0.7.1187.72790-000001

From: NmvtisReports@aamva.org
Sent: Saturday, April 29, 2017 4:22 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170428.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

4/29/2017

LIIVIIOI

roduction

Page: 1

4/28/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: NmvtisReports@aamva.org
Sent: Sunday, April 30, 2017 7:08 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170429.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK) for 4/29/2017

Environment:

4/30/2017

Page: 1

Duplicate VINs Created By ALASKA
No Duplicates Created on 4/29/2017

Document ID: 0.7.1187.72787-000001

From: NmvtisReports@aamva.org
Sent: Sunday, April 30, 2017 7:12 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170429.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

Page: 1

4/30/2017

Production

4/29/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: NmvtisReports@aamva.org
Sent: Monday, May 1, 2017 2:15 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170430.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK)

for 4/30/2017

Run Date: 5/1/2017

Page: 1

Duplicate VINs Created By ALASKA
No Duplicates Created on 4/30/2017

Document ID: 0.7.1187.72775-000001

From: NmvtisReports@aamva.org
Sent: Monday, May 1, 2017 2:20 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170430.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Run Date:

Production

Page: 1

4/30/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: Dluzynski, Janice < JDluzynski@aamva.org>

**Sent:** Monday, May 1, 2017 4:37 AM

**To:** Anna.Sledge@alea.alabama.gov; Tham, Nichole M (DOA); twalters@azdot.gov;

monty.pride@asp.arkansas.gov; Marina.Smith@dmv.ca.gov; kim.tovar@dmv.ca.gov; jwoodward@dmv.ca.gov; marco.vazzano@state.co.us; sarah.werner@state.co.us;

michael.bzdyra@ct.gov; scott.vien@state.de.us; stankirkland@flhsmv.gov;

AmandaGerardino@flhsmv.gov; smoore3@dds.ga.gov; alton.roane@dor.ga.gov; pko@honolulu.gov; dcooper@ilsos.net; MRiseling@ilsos.net; saadolf@bmv.in.gov; glenn.anness@icbc.com; mark.lowe@iowadot.us; melissa.spiegel@iowadot.us;

shelly.bartron@ks.gov; Julie.Earnest@ks.gov; kent.selk@ks.gov; matthew.cole@ky.gov; rick.taylor@ky.gov; Jo Carol Roberts; Ashleigh.Bossom@la.gov; gwen.dunware@la.gov;

staci.hoyt@dps.la.gov; karen.st.germain@la.gov; kimberly.watson@la.gov; Patty Morneault; dburns@mpi.mb.ca; carpenterm1@michigan.gov; longk1@michigan.gov;

joan.kopcinski@state.mn.us; kbrown@dps.ms.gov; crystal.judge@dor.mo.gov; Brad.Brester@dor.mo.gov; msnowberger@mt.gov; sara.orourke@nebraska.gov; jhurin@dmv.nv.gov; jbarthelmes@safety.state.nh.us; maria.buckman@dos.nh.gov; elizabeth.bielecki@dos.nh.gov; Raymond Martinez; Robert.porreca@mvc.nj.gov;

AliciaC.Ortiz@state.nm.us; theresa.egan@dmv.ny.gov; alandoody@gov.nl.ca; tlbucholtz@ncdot.gov; bsmith25@ncdot.gov; tspence@ncdot.gov; gjackson@nd.gov;

Steve\_loutitt@gov.nt.ca; lgee@gov.nu.ca; gedwards@dps.ohio.gov;

j fergus on @dps.ohio.gov; jeff.hankins @dps.ok.gov; Maryanne. Cirillo @ontario.ca;

david.silva@ontario.ca; Heidi Francis; Bryce.A.MCKENNA@ODOT.state.or.us; Myers, Kurt;

glminer@gov.pe.ca; Lisa.Antonaccio@dmv.ri.gov; Clare.Sedlock@dmv.ri.gov; scrighton@sgi.sk.ca; sdelmaire@sgi.sk.ca; jlavallee@sgi.sk.ca; Darcy.bly@gov.ab.ca;

harold.blaney@saaq.gouv.qc.ca; Jane Schrank; larry.godwin@tn.gov;

michael.hogan@tn.gov; edwin.mimms@tn.gov; Ron.coleman@dps.texas.gov;

sheri.gipson@dps.texas.gov; Mimzie.Dennis@dps.texas.gov;

Janie.sawatsky@dps.texas.gov; Christopher.Sawyer@dps.texas.gov; Heather.Strawn@dps.texas.gov; nleavitt@utah.gov; ccaras@utah.gov;

kmathis@dol.wa.gov; Robert.Combs@dot.wi.gov

**Subject:** AAMVA Survey Request - Massachusetts is seeking information on court fee to contest

motor vehicle citation

Please respond to this survey from Massachusetts. The jurisdictions that have already responded are listed after the survey.

Court Fee to Contest Motor Vehicle Citation (Ends 05/17/2017) Responses received from DC, ID MD, SC, VA, VT.

Massachusetts appreciates your response. Please let me know if you have any questions about using the survey tool.

Thank you.

Janice Dluzynski | American Association of Motor Vehicle Administrators (703) 908-5842 | jdluzynski@aamva.org

Note: All <u>open surveys</u> and <u>survey responses</u> can be accessed by going to <u>www.aamva.org</u> and clicking on the Solutions & Best Practices tab on the navigation bar or the New Surveys tab in the box on the left side of the screen.

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From: Jain, Vikas <VJain@aamva.org>
Sent: Monday, May 1, 2017 5:02 AM
The Monday May 1, 2017 5:02 AM

To: Tham, Nichole M (DOA)
Subject: Accepted: FW: AK CSTIMS

From: Thompson, Marla R (DOA)
Sent: Monday, May 1, 2017 8:42 AM

**To:** Burgess, Vanora

**Subject:** Accepted: Results of Draft Project Priority Poll

From: Smith, Katie N (DOA)

**Sent:** Monday, May 1, 2017 8:54 AM

To:helpdesk@aamva.orgSubject:4S4BP63C074324948

Hello,

We are trying to correct an NMVTIS error but we are receiving a change state of title error.

Thanks, Katie Smith Division of Motor Vehicles Administrative Assistant II (907)269-5559 katie.smith@alaska.gov From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Monday, May 1, 2017 8:54 AM

**To:** Smith, Katie N (DOA)

**Subject:** 4S4BP63C074324948 ISSUE=163097 PROJ=11

When replying, type your text above this line.

### **Notification of Ticket Registration**

Thank you for opening a ticket with the AAMVA Operations Help Desk. Meeting your needs is important to us.

An AAMVA Operations representative has been assigned to review your request. AAMVA's Help Desk office hours are 7am ET - 10pm ET Monday through Friday and 8am ET - 4:30pm ET on Saturday. If this request was received within this timeframe, the representative will be contacting you shortly in regards to completing your request.

If this request was made after hours, it will be actively worked during the morning of the next business day. If you have any questions, or if this is an after-hours emergency, please contact the AAMVA Operations Department by replying to this email, or by calling 1-888-226-8280 option 1.

**Ticket:** 4S4BP63C074324948

Ticket Number: 163097

**Status:**Request **Date:** 05/01/2017

Time: 12:54:21 Created By:katie.smith@alaska.gov

#### **Comment:**

Hello,

We are trying to correct an NMVTIS error but we are receiving a change state of title error.

Thanks, Katie Smith Division of Motor Vehicles Administrative Assistant II (907)269-5559 katie.smith@alaska.gov

Current Assignees: Ops Help Desk, Daniel Gomez

CC(s):

Ticket last edited by katie.smith@alaska.gov

From: Haque, Tamanna <THaque@aamva.org>

**Sent:** Monday, May 1, 2017 9:06 AM

**To:** Tham, Nichole M (DOA)

**Subject:** GoToMeeting

https://global.gotomeeting.com/join/894771045

Regards,

# Tamanna R. Haque

Sr. Systems Analyst | AAMVA thaque@aamva.org | 703.908.5792 4401 Wilson Boulevard, Suite 700 Arlington, VA 22203 www.aamva.org From:cstims-donotreply@aamva.orgSent:Monday, May 1, 2017 9:12 AMTo:Tham, Nichole M (DOA)

Subject: CSTIMS User Registration Information

This email confirms that your username for the CSTIMS application has been changed. Your new username is nichole.tham@alaska.gov If you have any questions about this change, please contact your administrator. thaque@aamva.org

From:cstims-donotreply@aamva.orgSent:Monday, May 1, 2017 9:12 AMTo:Tham, Nichole M (DOA)

**Subject:** CSTIMS New User Registration Information

Tamanna Haque from AAMVA has created an account for you.

This account will allow you to access the CSTIMS (Commercial Skills Test Information Management System) application.

Before you can access this application, you must activate your account.

Note that your User Name for the application is: nichole.tham@alaska.gov

Activation Link: Click Here

If you have any questions regarding this email, please contact Tamanna Haque at thaque@aamva.org

AAMVA Help Desk <helpdesk@aamva.org> From:

Sent: Monday, May 1, 2017 9:34 AM

Smith, Katie N (DOA) To:

Subject: 4S4BP63C074324948 ISSUE=163097 PROJ=11

When replying, type your text above this line.

# **Notification of Ticket Change**

Your request has been completed and the request is now closed.

If you have any questions or concerns, please contact the AAMVA Operations Department by replying to this email,

or by calling 1-888-226-8280 option 1.

Thank you for contacting the AAMVA Operations Help Desk.

Ticket: 4S4BP63C074324948

Ticket Number: 163097

Status: Closed Date: 05/01/2017 Time: 13:33:45 Creation Date:05/01/2017

Creation Time:12:54:20 Created By: katie.smith@alaska.gov

#### Comment:

Please proceed with your transaction as the error has been cleared.

Current Assignees: Ops Help Desk, John Landrum

CC(s):

#### **Ticket Information:**

Type: Request Subtype: Data Issue Category: Application Subcategory: **NMVTIS** Component: NMVTIS CF Subcomponent: State Support

Add/Modify/Delete Titles SubTask:

Ticket last edited by John Landrum

From: Haque, Tamanna <THaque@aamva.org>

**Sent:** Monday, May 1, 2017 9:45 AM **To:** Tham, Nichole M (DOA)

Cc: McNally, Greg; Rao, Naresh; Dsa, Pamela; Jain, Vikas

**Subject:** CSTIMS-Alaska

Nichole,

It was a pleasure speaking to you this morning and glad we could answer any questions that you had.

Here are the CSTIMS links and CSTIMS support email for your reference:

# **CSTIMS** Legacy application:

https://cstims2.aamva.org/Cstims/Prod/Login.aspx?ReturnUrl=%2fCstims%2fProd%2fWelcome.aspx CSTIMS Enhanced User application: https://cstims2.aamva.org/Cstims/prod-angular/index.html#/Login

If you have any questions or concerns, best way to reach us is by emailing <a href="mailto:cstims\_support@aamva.org">cstims\_support@aamva.org</a>. Once received, someone from our CSTIMS team will get in touch with you.

From our end, we will go ahead and update our mailing and contact list to reflect your and Lauren Whiteside's information.

Please let us know if you have any further questions or concerns.

Regards,

#### Tamanna R. Haque

Sr. Systems Analyst | AAMVA thaque@aamva.org | 703.908.5792 4401 Wilson Boulevard, Suite 700 Arlington, VA 22203 www.aamva.org

DMV00015085

From: Thompson, Marla R (DOA) Sent: Monday, May 1, 2017 9:48 AM To: Jordaan, Loffie FW: Request for Public Records **Subject:** I forgot to send this last week! I got your message on Friday- thanks! > -----Original Message-----> From: Edward Hasbrouck [mailto:edward@hasbrouck.org] > Sent: Wednesday, April 26, 2017 11:31 AM > To: Fisher, Sheldon A (DOA) < sheldon.fisher@alaska.gov> > Subject: Request for Public Records > > Dear Commissioner Fisher: > Pursuant to the Alaska open records act, Alaska Statutes 40.25.110, we request access to and copies of all e-mail messages between the Department of Administration or any of its components, including but not limited to the Department of Motor Vehicles, and the American Association of Motor Vehicle Administrators (AAMVA) and/or Clerus Solutions, and any messages including messages within the Department or between the Department and other state agencies or third parties which are part of a "thread" of messages and replies including any such message, and all attachments to such messages, sent or received on or after January 1, 2017. > We request that copies of these records be provided in electronic form. > With respect to any records held in electronic form, we request that they be provided in the original electronic form in which they are held on workstations, servers, and/or backup, archival, or other storage media or devices, as complete bitwise digital copies of the original email message files, including all header data and metadata, and all attachments in their original formats as spreadsheet files, word processor document files, PDF files, or other electronic files. > > We request that any fees be waived, because it is in the public interest for the public to understand the basis for the legislative proposals to which these records pertain, and the basis for the cost projections in the Fiscal Notes attached to these proposals. > If our request is denied in whole or part, we ask that you justify all deletions by reference to specific exemptions of the act. > > Sincerely,

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> Consultant on travel-related civil liberties and human rights issues The Identity Project https://papersplease.org

> Edward Hasbrouck

> The Identity Project

> 1736 Franklin Street, 9th Floor

```
> Oakland, CA 94612
> 415-824-0214 (cell)
> 510-208-7744 (messages)
>
>
```

>

From: Thompson, Marla R (DOA)
Sent: Monday, May 1, 2017 10:44 AM

**To:** Prior, Sheila

**Subject:** Accepted: R-IV Chief Administrator Call

From: AAMVA\_NoReply@AAMVA.org Sent: Monday, May 1, 2017 11:23 AM

Brosnan, Patrick P (DOA) To:

Subject: Maryland Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA Operations has been informed that Maryland will be performing scheduled maintenance on Sunday, May 7, 2017 from 6:00 AM ET until 10:00 AM ET. Maryland will not be able to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 11:23 AM

**To:** Peters, Mina L (DOA)

**Subject:** Maryland Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA Operations has been informed that Maryland will be performing scheduled maintenance on Sunday, May 7, 2017 from 6:00 AM ET until 10:00 AM ET. Maryland will not be able to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 11:23 AM

**To:** Nolen, David B (DOA)

**Subject:** Maryland Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA Operations has been informed that Maryland will be performing scheduled maintenance on Sunday, May 7, 2017 from 6:00 AM ET until 10:00 AM ET. Maryland will not be able to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 11:23 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** Maryland Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA Operations has been informed that Maryland will be performing scheduled maintenance on Sunday, May 7, 2017 from 6:00 AM ET until 10:00 AM ET. Maryland will not be able to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 11:24 AM

**To:** DOA DMV IT notices

**Subject:** Maryland Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA Operations has been informed that Maryland will be performing scheduled maintenance on Sunday, May 7, 2017 from 6:00 AM ET until 10:00 AM ET. Maryland will not be able to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 11:24 AM

**To:** DOA DMV Managers

**Subject:** Maryland Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA Operations has been informed that Maryland will be performing scheduled maintenance on Sunday, May 7, 2017 from 6:00 AM ET until 10:00 AM ET. Maryland will not be able to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:23 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

AAMVA would like to inform all jurisdictions and stakeholders that California will be implementing the CDLIS 5.3.2 changes in production on Wednesday, May 10, 2017. California has mentioned that their system will down starting from approximately 10:00 PM ET on May 9 to 01:00 AM ET on May 10. States that are at a version older than CDLIS 5.3.2 should be able to conduct business with California seamlessly. Please note that this email is for information purposes only and jurisdictions do not have to make any changes at their end to accept California as a 5.3.2 state.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:23 PM
To: Whiteside, Lauren M (DOA)

Subject: California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

AAMVA would like to inform all jurisdictions and stakeholders that California will be implementing the CDLIS 5.3.2 changes in production on Wednesday, May 10, 2017. California has mentioned that their system will down starting from approximately 10:00 PM ET on May 9 to 01:00 AM ET on May 10. States that are at a version older than CDLIS 5.3.2 should be able to conduct business with California seamlessly. Please note that this email is for information purposes only and jurisdictions do not have to make any changes at their end to accept California as a 5.3.2 state.

AAMVA\_NoReply@AAMVA.org From: Sent: Monday, May 1, 2017 12:23 PM

To: Brosnan, Patrick P (DOA)

**Subject:** California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

AAMVA would like to inform all jurisdictions and stakeholders that California will be implementing the CDLIS 5.3.2 changes in production on Wednesday, May 10, 2017. California has mentioned that their system will down starting from approximately 10:00 PM ET on May 9 to 01:00 AM ET on May 10. States that are at a version older than CDLIS 5.3.2 should be able to conduct business with California seamlessly. Please note that this email is for information purposes only and jurisdictions do not have to make any changes at their end to accept California as a 5.3.2 state.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:24 PM
To: Olzenak, Brianna M (DOA)

Subject: California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

AAMVA would like to inform all jurisdictions and stakeholders that California will be implementing the CDLIS 5.3.2 changes in production on Wednesday, May 10, 2017. California has mentioned that their system will down starting from approximately 10:00 PM ET on May 9 to 01:00 AM ET on May 10. States that are at a version older than CDLIS 5.3.2 should be able to conduct business with California seamlessly. Please note that this email is for information purposes only and jurisdictions do not have to make any changes at their end to accept California as a 5.3.2 state.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:24 PM

**To:** Tham, Nichole M (DOA)

Subject: California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

AAMVA would like to inform all jurisdictions and stakeholders that California will be implementing the CDLIS 5.3.2 changes in production on Wednesday, May 10, 2017. California has mentioned that their system will down starting from approximately 10:00 PM ET on May 9 to 01:00 AM ET on May 10. States that are at a version older than CDLIS 5.3.2 should be able to conduct business with California seamlessly. Please note that this email is for information purposes only and jurisdictions do not have to make any changes at their end to accept California as a 5.3.2 state.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:24 PM

**To:** DOA DMV IT notices

**Subject:** California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:25 PM

To: Peters, Mina L (DOA)

**Subject:** California State Communication - CDLIS 5.3.2 Production Migration for California

# CDLIS and S2S Participants:

AAMVA would like to inform all jurisdictions and stakeholders that California will be implementing the CDLIS 5.3.2 changes in production on Wednesday, May 10, 2017. California has mentioned that their system will down starting from approximately 10:00 PM ET on May 9 to 01:00 AM ET on May 10. States that are at a version older than CDLIS 5.3.2 should be able to conduct business with California seamlessly. Please note that this email is for information purposes only and jurisdictions do not have to make any changes at their end to accept California as a 5.3.2 state.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:34 PM

**To:** Brosnan, Patrick P (DOA)

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, May 2, 2017

# PDPS TEST Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Tuesday, May 2, 2017 from 9:00 PM ET to 11:00 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:34 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, May 2, 2017

# PDPS TEST Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Tuesday, May 2, 2017 from 9:00 PM ET to 11:00 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

**From:** twir@aamva.org

**Sent:** Monday, May 1, 2017 12:35 PM **To:** Brosnan, Patrick P (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



American Association of Motor Vehicle Administrators

aamva.org

movemag.org

#### TWIRcast



Catch up on <u>missed episodes</u> on AAMVA's YouTube channel.

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# NMVTIS Business Rules and NMVTIS Law Enforcement Working Groups Meet



The NMVTIS Business Rules and NMVTIS Law Enforcement Working Groups both met in Arlington, VA on April 26 – 27, 2017. The NMVTIS Business Rules Working Group welcomed four new members to the working group, continued discussion and planned action items for the NMVTIS performance management concept, discussed recommendations

from the JSI Working Group, and began planning for a fourth edition of best practices for title and registration program managers as well as a best practice document on salvage branding practices. The NMVTIS Business Rules Working Group also discussed other current business topics of concern. For the NMVTIS Law Enforcement Working Group, one of the main accomplishments was a revision to the Action Item list in support of the working group's two goals: to Expand NMVTIS Awareness and Usage among Law Enforcement; and Continuously Improve the Law Enforcement Access Tool. The morning of April 27, both working groups met in joint session and engaged in a great discussion covering many issues of mutual concern or interest.

### AAMVA at Connect: ID Conference This Week

AAMVA staff and members will be speaking this week at the Connect:ID Conference. Connect:ID's three-day cutting-edge conference draws together the world's leading minds. It offers end users practical advice for today, examines current government policies, and provides thought-provoking insights into the future of identity. AAMVA's Director of Identity Management, Geoff Slagle, will be presenting today at a a session, "Identity Proofing and Vetting in Focus." A keynote address on May 2 by Ray Martinez, chairman and chief Administrator, of the New Jersey Motor Vehicle Commission (MVC), will be covering the promise and potential of a mobile driver's license/identification card. Dave Burhop, deputy commissioner/CIO, Virginia Department of Motor Vehicles, will also be giving exclusive insight into how AAMVA has been exploring the digital driver's license potential as an eID. Brenda Coone, Deputy Commissioner of the Alabama Department of Revenue will present on achieving strong identity authentication in the online environment. Finally, Ian Grossman AAMVA Vice President, Member





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#### **OUR EVENTS**

#### MAY

3-4 | 2017 May Joint mDL Working Group Meeting Arlington, Virginia

7-12 | 2017 AAMVA Leadership Academy Arlington, Virginia

15-19 | 2017 May CDL Train the Trainer Class
St. Petersburg, Florida

21-24 | 2017 Region IV Conference Seattle, Washington



#### JUNE

19-22 | 2017 Region II Conference Chattanooga, Tennessee



#### **OUR WEBINARS**

#### MAY

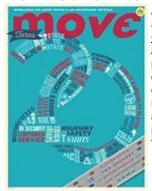
8 | How to Accurately Post State Titling Activity Into the NMVTIS Interface

16 | NMVTIS State Web Interface (SWI) - Understanding the Administrative Features Services & Public Affairs, will discuss how states can address these developments. Read more here.

#### Anne Ferro to Receive Award from AASM

AAMVA President and CEO Anne Ferro has been selected, along with several leaders in the field of sleep medicine, as a recipient of the 2017 American Academy of Sleep Medicine awards, which will be presented Monday, June 5, during the plenary session of SLEEP 2017, the 31st annual meeting of the Associated Professional Sleep Societies LLC (APSS) in Boston. She will receive the Mark O. Hatfield Public Policy or Advocacy Award for developing public policy that positively affects the healthy sleep of all Americans. During her tenure as administrator at FMCSA, Ferro implemented key measures, such as limiting the risk of tired truck drivers behind the wheel and prohibiting commercial drivers from texting or talking on hand-held mobile devices while driving. Read more here.

#### **MOVE** is a 2017 Hermes Creative Award winner!



AAMVA's MOVE Magazine has won another design award – for our 20<sup>th</sup> anniversary cover! It is a 2017 Gold Hermes Creative Award. Hermes Creative Awards is an international competition for creative professionals involved in the concept, writing and design of traditional materials and programs, and emerging technologies. Entries come from corporate marketing and communication departments, advertising agencies, PR firms, graphic design shops, production companies, web and digital creators and freelancers.

# Road Usage Charge Forum 2017

ODOT's OReGO Program, AAMVA, and RUC West are pleased to be cosponsoring the 2017 Road Usage Charge Forum, September 18-20, 2017 in Salem, OR. The event will convene policy advisors, consultants, vendors, and transportation experts with a shared ambition to help shape the future of transportation funding and road usage charging. Potential Forum topics include:

- Road usage charging interoperability challenges and opportunities
- Rate setting considerations
- · Public engagement and outreach
- Open architecture, system requirements, and technology options
- Public and private partnerships in delivering a road usage charge program

The three-day Forum will be a platform to exchange ideas and experiences, a stage for commercial circles to share their knowledge of the industry, and a bridge for participants to make connections and foster cooperation. There will be opportunities for networking and discussing next steps as well. The Forum will be held at the <a href="Salem Conference Center">Salem Conference Center</a>. Those traveling from out of town may reserve rooms at <a href="The Grand Hotel">The Grand Hotel</a>, (503) 540-7800. For the government rate, request the "ODOT OReGO Road Usage Charge Program" block of rooms. This rate is good for three days before and after the conference so if you are inclined to extend your stay, and enjoy all the Willamette Valley has to offer, you can do so. Visit the <a href="Road Usage Charge Forum 2017">Road Usage Charge Forum 2017</a> website for attendee registration information, Exhibitor / Contributor Prospectus, interesting places to visit in Oregon and updates. If you have questions, please email <a href="MyOReGO@odot.state.or.us">MyOReGO@odot.state.or.us</a> or call 503-986-7827.

# NMVTIS Law Enforcement Working Group Seeks Volunteer

2

30 | NMVTIS State Web Interface (SWI) - Instant Title Verflication Using the VIN Search Feature

#### SYSTEMS TRAINING

#### MAY

- 1 CDLIS Reports A and B Part 1 (intermediate)
- 2 | CDLIS Reports A and B Part 2 (intermediate)
- 3 | CD90.4.1 Out-of-State
  Transaction Reports (advanced)

#### **REGISTER ONLINE!**

#### **OPEN RFPs**

AAMVA RFP #16-058: Mobile DL Tutorial and Demonstration Video (Proposals due May 1, 2017)

AAMVA RFP #16-060: January 2018 AAMVA Board of Director's Meeting (Proposals due May 3, 2017)

AAMVA RFP #16-059: Learning Management System Software as a Service (SaaS) Pilot Project (Proposals due May 19, 2017)

Nebraska RFP# 5557Z1:
Modernization of the Nebraska
Department of Motor Vehicles, Title,
and Registration (VTR) System
(Proposals Due June 16, 2017)

Open RFP's will be included in AAMVA's *Regional News* and *The Week In Review* newsletters to provide maximum exposure for jurisdictional procurements.

#### **OUR SURVEYS**

Please respond to these surveys from New Hampshire, South Carolina, Massachusetts, Illinois, The NMVTIS Law Enforcement Working Group is seeking one jurisdiction law enforcement member from AAMVA Region I. To be eligible to apply, you must be a sworn officer or DMV investigator in an AAMVA member agency and have experience working within or supervising an auto theft unit or task force\_and/or have other relative vehicle crimes investigative experience. The NMVTIS Law Enforcement Working Group operates under the auspices of the AAMVA Law Enforcement Standing Committee. The purpose of the Working Group is to expand NMVTIS awareness and usage among law enforcement and to improve the NMVTIS Law Enforcement Access Tool (LEAT) in collaboration with the Department of Justice, Bureau of Justice Administration. For more information about the Working Group, please contact Paul Steier, 703.270.8932 or Brian Ursino, 703.350.5103. If you are interested in applying for the working group, please complete the application and send to Dianne Graham at committees@aamva.org by Friday, May 5.

### JURISDICTION NEWS

## WisDOT Receives \$20,000 National Award to Help Combat Drugged Driving

The Wisconsin Department of Transportation's (WisDOT's) Bureau of Transportation Safety has been awarded a \$20,000 national grant to help combat the growing problem of drugged driving. The funds will provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to 384 law enforcement officers across the state. Wisconsin is among five states to apply for and successfully receive an award from the national Governors Highway Safety Association (GHSA) and Foundation for Advancing Alcohol Responsibility. According to the GHSA, in 2015, drugs were present in 43 percent of the fatally-injured drivers with known test results in the U.S. – appearing more frequently than alcohol. Between 2011 and 2015, nearly one-quarter of Wisconsin traffic fatalities involved people driving under the influence of drugs. Read more here.

### **FEDERAL NEWS**

## **DOJ New ICR On Diversity in Law Enforcement Survey**

The Department of Justice (DOJ) Office of Community Oriented Policing Services (COPS) will be submitting a new information collection request to the Office of Management and Budget (OMB) for review and approval of its Diversity in Law Enforcement Recruitment Survey. The purpose of this project is to improve the practice of community policing throughout the United States by supporting the development of a series of tools that will allow law enforcement agencies to gain better insight into the depth and breadth of their community policing activities. The primary respondents will be law enforcement agencies and community partners. Comments are encouraged and will be accepted for an additional 60 days until June 26, 2017.

## FMCSA Withdraws Regulatory Action on Federal Passenger-Carrying Inspection Requirements

Texas, Rhode Island, District of Columbia, and Indiana.

Heavy Duty trucks (Ends 05/15/2017) Responses received from AL, FL, ID, KS, MN, NC, NE, UT, VA, VT, WY.

Knowledge Testing System (Ends 05/26/2017) Responses received from FL, ID, NH.

Court Fee to Contest Motor
Vehicle Citation (Ends 05/17/2017)
Responses received from AB, AR,
DC, ID, IN, MD, ME, MI, NE, NY, OH,
RI, SC, VA, VT.

<u>Driver Road Test - Right Leg Only</u> (Ends 05/22/2017) Responses received from FL, IL, VT.

Number and Types of Special License Plates Offered (Ends 05/26/2017) Responses received from AB, FL, ID, IL, KY, ND, NE, NH, UT, VT.

SR-22 Certificates (Ends 05/22/2017) Responses received from DC, IA, ID, IL, LA, ME, MO, NE, NH, NM, NY, OH, PA, SC, UT, VT, WI

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**To:** Messing, Erin P (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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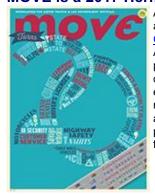
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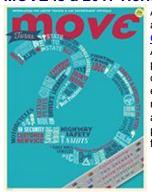
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**Sent:** Monday, May 1, 2017 12:35 PM **To:** Tham, Nichole M (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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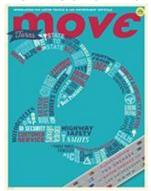
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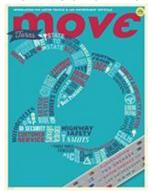
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**Sent:** Monday, May 1, 2017 12:35 PM **To:** Whiteside, Lauren M (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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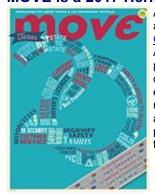
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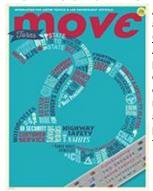
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USCIS will begin issuing the new cards on May 1, 2017.

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With more states legalizing marijuana and record numbers of people dying from drug overdoses, concerns about drug-impaired driving are escalating. While we have made progress in combatting drunk driving in recent decades, drug use by drivers continues to rise. In fact, in 2015 (the most recent national data available)

UT, VT.

drugs were present in 43% of the fatally-injured drivers with known test results, appearing more frequently than alcohol. To confront this complex and evolving highway safety issue, today, the <u>Governors Highway Safety Association (GHSA)</u> and the <u>Foundation for Advancing Alcohol Responsibility (Responsibility.org)</u> released a comprehensive update of their 2015 report about drug use on our nation's roadways. <u>Drug Impaired Driving: A Guide for States</u>, equips states and policymakers with the latest research, data, laws and programs to help them address this growing problem. This new edition includes recent data on drug use by drivers and drug involvement in crashes, new state laws and programs, and information from more than 30 additional research studies.













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**Sent:** Monday, May 1, 2017 12:35 PM

To: Hord, Barbara A (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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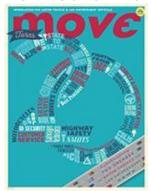
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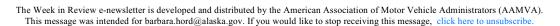












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**Sent:** Monday, May 1, 2017 12:35 PM **To:** Hinckle, Analisa T (DOA)

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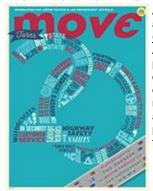
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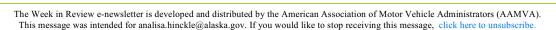












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**Sent:** Monday, May 1, 2017 12:35 PM **To:** Chapman, Jason A (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

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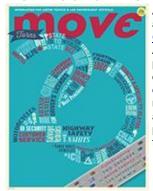
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**Sent:** Monday, May 1, 2017 12:35 PM **To:** Whipple, Jason P (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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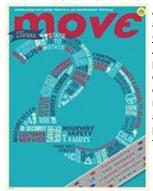
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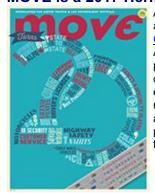
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**Sent:** Monday, May 1, 2017 12:35 PM

**To:** Torsen, Janice (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

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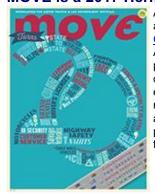
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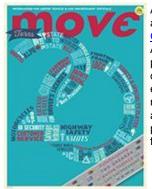
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**Sent:** Monday, May 1, 2017 12:35 PM

**To:** Peters, Mina L (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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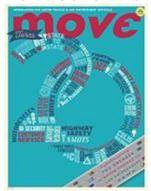
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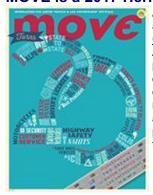
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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

**From:** twir@aamva.org

**Sent:** Monday, May 1, 2017 12:35 PM

**To:** Smith, Katie N (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



American Association of Motor Vehicle Administrators

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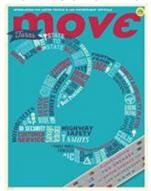
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### FMCSA Withdraws Regulatory Action on Federal Passenger-Carrying Inspection Requirements

The Federal Motor Carrier Safety Administration has <u>withdrawn</u> its April 27, 2016 advance notice of proposed rulemaking (ANPRM) concerning the establishment of requirements for States to implement annual inspection programs for commercial motor vehicles (CMVs) designed or used to transport passengers or passenger-carrying CMVs. After reviewing comments on the risks associated with improperly maintained or inspected passenger-carrying CMVS, annual inspections standards and data on the potential costs and benefits of a federal requirement for each state to implement a mandatory inspection program – FMCSA has determined there is not enough data and information available to support moving forward with a rulemaking action.

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:35 PM

**To:** Peters, Mina L (DOA)

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, May 2, 2017

### PDPS TEST Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Tuesday, May 2, 2017 from 9:00 PM ET to 11:00 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 Option 1 or helpdesk@aamva.org.

**From:** twir@aamva.org

**Sent:** Monday, May 1, 2017 12:35 PM

To: Johnson, Amy J (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

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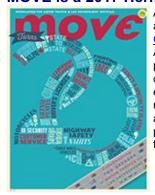
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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: twir@aamva.org

**Sent:** Monday, May 1, 2017 12:35 PM **To:** Thompson, Marla R (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



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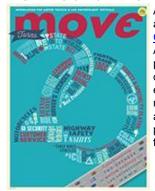
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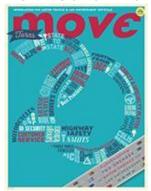
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With more states legalizing marijuana and record numbers of people dying from drug overdoses, concerns about drug-impaired driving are escalating. While we have made progress in combatting drunk driving in recent decades, drug use by drivers continues to rise. In fact, in 2015 (the most recent national data available)

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To manage all your AAMVA subscriptions, click here.

4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: twir@aamva.org

**Sent:** Monday, May 1, 2017 12:35 PM **To:** Valentine, Abbey B N (DOA)

**Subject:** AAMVA's The Week in Review for May 1, 2017

May 1, 2017



American Association of Motor Vehicle Administrators

aamva.org

movemag.org

### TWIRcast



Catch up on <u>missed episodes</u> on AAMVA's YouTube channel.

OUR SPONSORS









# NMVTIS Business Rules and NMVTIS Law Enforcement Working Groups Meet



The NMVTIS Business Rules and NMVTIS Law Enforcement Working Groups both met in Arlington, VA on April 26 – 27, 2017. The NMVTIS Business Rules Working Group welcomed four new members to the working group, continued discussion and planned action items for the NMVTIS performance management concept, discussed recommendations

from the JSI Working Group, and began planning for a fourth edition of best practices for title and registration program managers as well as a best practice document on salvage branding practices. The NMVTIS Business Rules Working Group also discussed other current business topics of concern. For the NMVTIS Law Enforcement Working Group, one of the main accomplishments was a revision to the Action Item list in support of the working group's two goals: to Expand NMVTIS Awareness and Usage among Law Enforcement; and Continuously Improve the Law Enforcement Access Tool. The morning of April 27, both working groups met in joint session and engaged in a great discussion covering many issues of mutual concern or interest.

### AAMVA at Connect: ID Conference This Week

AAMVA staff and members will be speaking this week at the Connect:ID Conference. Connect:ID's three-day cutting-edge conference draws together the world's leading minds. It offers end users practical advice for today, examines current government policies, and provides thought-provoking insights into the future of identity. AAMVA's Director of Identity Management, Geoff Slagle, will be presenting today at a a session, "Identity Proofing and Vetting in Focus." A keynote address on May 2 by Ray Martinez, chairman and chief Administrator, of the New Jersey Motor Vehicle Commission (MVC), will be covering the promise and potential of a mobile driver's license/identification card. Dave Burhop, deputy commissioner/CIO, Virginia Department of Motor Vehicles, will also be giving exclusive insight into how AAMVA has been exploring the digital driver's license potential as an eID. Brenda Coone, Deputy Commissioner of the Alabama Department of Revenue will present on achieving strong identity authentication in the online environment. Finally, Ian Grossman AAMVA Vice President, Member





Interested in having your logo appear here? Become a TWIR sponsor by contacting **Rob Stershic** at <a href="mailto:rstershic@aamva.org">rstershic@aamva.org</a> or by phone at 703.908.2825

### **OUR EVENTS**

#### MAY

3-4 | 2017 May Joint mDL Working Group Meeting Arlington, Virginia

7-12 | 2017 AAMVA Leadership Academy Arlington, Virginia

45 40 404**7 M** ODI **T** 

15-19 | 2017 May CDL Train the Trainer Class
St. Petersburg, Florida

St. Fetersburg, Florida

21-24 | 2017 Region IV Conference Seattle, Washington



### JUNE

19-22 | 2017 Region II Conference Chattanooga, Tennessee



### **OUR WEBINARS**

### MAY

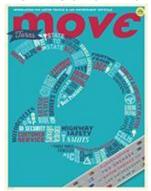
8 | How to Accurately Post State Titling Activity Into the NMVTIS Interface

16 | NMVTIS State Web Interface (SWI) - Understanding the Administrative Features Services & Public Affairs, will discuss how states can address these developments. Read more here.

### Anne Ferro to Receive Award from AASM

AAMVA President and CEO Anne Ferro has been selected, along with several leaders in the field of sleep medicine, as a recipient of the 2017 American Academy of Sleep Medicine awards, which will be presented Monday, June 5, during the plenary session of SLEEP 2017, the 31st annual meeting of the Associated Professional Sleep Societies LLC (APSS) in Boston. She will receive the Mark O. Hatfield Public Policy or Advocacy Award for developing public policy that positively affects the healthy sleep of all Americans. During her tenure as administrator at FMCSA, Ferro implemented key measures, such as limiting the risk of tired truck drivers behind the wheel and prohibiting commercial drivers from texting or talking on hand-held mobile devices while driving. Read more here.

### **MOVE** is a 2017 Hermes Creative Award winner!



AAMVA's MOVE Magazine has won another design award – for our 20<sup>th</sup> anniversary cover! It is a <u>2017</u> Gold Hermes Creative Award. Hermes Creative Awards is an international competition for creative professionals involved in the concept, writing and design of traditional materials and programs, and emerging technologies. Entries come from corporate marketing and communication departments, advertising agencies, PR firms, graphic design shops, production companies, web and digital creators and freelancers.

### **Road Usage Charge Forum 2017**

ODOT's OReGO Program, AAMVA, and RUC West are pleased to be cosponsoring the 2017 Road Usage Charge Forum, September 18-20, 2017 in Salem, OR. The event will convene policy advisors, consultants, vendors, and transportation experts with a shared ambition to help shape the future of transportation funding and road usage charging. Potential Forum topics include:

- Road usage charging interoperability challenges and opportunities
- Rate setting considerations
- · Public engagement and outreach
- Open architecture, system requirements, and technology options
- Public and private partnerships in delivering a road usage charge program

The three-day Forum will be a platform to exchange ideas and experiences, a stage for commercial circles to share their knowledge of the industry, and a bridge for participants to make connections and foster cooperation. There will be opportunities for networking and discussing next steps as well. The Forum will be held at the <a href="Salem Conference Center">Salem Conference Center</a>. Those traveling from out of town may reserve rooms at <a href="The Grand Hotel">The Grand Hotel</a>, (503) 540-7800. For the government rate, request the "ODOT OReGO Road Usage Charge Program" block of rooms. This rate is good for three days before and after the conference so if you are inclined to extend your stay, and enjoy all the Willamette Valley has to offer, you can do so. Visit the <a href="Road Usage Charge Forum 2017">Road Usage Charge Forum 2017</a> website for attendee registration information, Exhibitor / Contributor Prospectus, interesting places to visit in Oregon and updates. If you have questions, please email <a href="MyOReGO@odot.state.or.us">MyOReGO@odot.state.or.us</a> or call 503-986-7827.

### NMVTIS Law Enforcement Working Group Seeks Volunteer

2

23 | NMVTIS State Web Interface (SWI) - How to Correct Title and Brand Data On the Central Site

30 | NMVTIS State Web Interface (SWI) - Instant Title Verflication Using the VIN Search Feature

### SYSTEMS TRAINING

#### MAY

- 1 CDLIS Reports A and B Part 1 (intermediate)
- 2 | CDLIS Reports A and B Part 2 (intermediate)
- 3 | CD90.4.1 Out-of-State
  Transaction Reports (advanced)

#### **REGISTER ONLINE!**

#### **OPEN RFPs**

AAMVA RFP #16-058: Mobile DL Tutorial and Demonstration Video (Proposals due May 1, 2017)

AAMVA RFP #16-060: January 2018 AAMVA Board of Director's Meeting (Proposals due May 3, 2017)

AAMVA RFP #16-059: Learning Management System Software as a Service (SaaS) Pilot Project (Proposals due May 19, 2017)

Nebraska RFP# 5557Z1:
Modernization of the Nebraska
Department of Motor Vehicles, Title,
and Registration (VTR) System
(Proposals Due June 16, 2017)

Open RFP's will be included in AAMVA's *Regional News* and *The Week In Review* newsletters to provide maximum exposure for jurisdictional procurements.

#### **OUR SURVEYS**

Please respond to these surveys from New Hampshire, South Carolina, Massachusetts, Illinois, The NMVTIS Law Enforcement Working Group is seeking one jurisdiction law enforcement member from AAMVA Region I. To be eligible to apply, you must be a sworn officer or DMV investigator in an AAMVA member agency and have experience working within or supervising an auto theft unit or task force\_and/or have other relative vehicle crimes investigative experience. The NMVTIS Law Enforcement Working Group operates under the auspices of the AAMVA Law Enforcement Standing Committee. The purpose of the Working Group is to expand NMVTIS awareness and usage among law enforcement and to improve the NMVTIS Law Enforcement Access Tool (LEAT) in collaboration with the Department of Justice, Bureau of Justice Administration. For more information about the Working Group, please contact Paul Steier, 703.270.8932 or Brian Ursino, 703.350.5103. If you are interested in applying for the working group, please complete the application and send to Dianne Graham at committees@aamva.org by Friday, May 5.

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To manage all your AAMVA subscriptions, click here.

4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:35 PM

To: DOA DMV IT notices

**Subject:** PDPS TEST Scheduled Maintenance for Tuesday, May 2, 2017

# PDPS TEST Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Tuesday, May 2, 2017 from 9:00 PM ET to 11:00 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: AAMVA\_NoReply@AAMVA.org Sent: Monday, May 1, 2017 12:38 PM

Brosnan, Patrick P (DOA) To:

Subject: PDPS PROD Scheduled Maintenance for Sunday, May 7, 2017

# PDPS Participants:

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on PDPS Production Sunday May 7, 2017, from 10:00 AM ET to 12:00 PM ET. PDPS should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:38 PM

**To:** Peters, Mina L (DOA)

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From: AAMVA\_NoReply@AAMVA.org
Sent: Monday, May 1, 2017 12:39 PM

**To:** OBrien, Audrey K (DOA)

**Subject:** PDPS PROD Scheduled Maintenance for Sunday, May 7, 2017

# PDPS Participants:

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From: NmvtisReports@aamva.org
Sent: Tuesday, May 2, 2017 2:36 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170501.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK) for 5/1/2017

Page: 1

# Duplicate VINs Created By ALASKA

First Time Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: WVWAC63B61P021522 (Number Of Duplicate Titles:2)							
	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	WVWAC63B61P021522	ALASKA	5069015	VOLK/2001	5/1/2017	5/1/2017	Interactive Change Title
History #1	* WVWAC63861P021522	ALASKA	5067991	VOLK/2001	4/27/2017	4/27/2017	Interactive Change Title
History #2	WVWAC63861P021522	ALASKA	4967948	VOLK/2001	10/3/2016	10/3/2016	Interactive Change Title
History #3	WVWAC63861P021522	ALASKA	4243849	VOLK/2001	10/24/2013	10/24/2013	Interactive Change Title
History #4	WVWAC63861P021522	ALASKA	4009210	VOLK/2001	11/6/2012	11/6/2012	Interactive Change Title
History #5	WVWAC63861P021522	ALASKA	3757205	VOLK/2001	11/3/2011	11/3/2011	Interactive Change Title
History #6	WVWAC63861P021522	ALASKA	3626370	VOLK/2001	8/22/2011	8/22/2011	Interactive Change Title
History #7	WVWAC63861P021522	ALASKA	3470569	VOLK/2001	9/21/2010	10/17/2010	Batch Add of Title
Current	WVWAC63B61P021522	PENNSYLVANIA	60101803004	VOLK/2001	9/6/2007	9/8/2007	Batch Add of Title
History #1	WVWAC63B61P021522	PENNSYLVANIA	60101803003	VOLK/2001	2/28/2007	3/7/2007	Batch Add of Title
History #2	WVWAC63B61P021522	PENNSYLVANIA	60101803002	VOLK/2001	3/15/2004	5/7/2006	Batch Add of Title

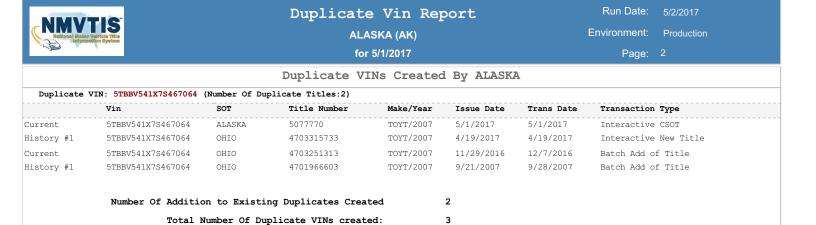
1

Number Of First Time Duplicates Created

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1GTJK33D77F138141	ALASKA	4876572	GMC /2007	4/3/2017	5/1/2017	Interactive CSOT
History #1	1GTJK33D77F138141	OHIO	0904499388	GMC /2007	3/15/2017	3/15/2017	Interactive Change Title
History #2	1GTJK33D77F138141	OHIO	0904499383	GMC /2007	3/15/2017	3/15/2017	Interactive New Title
Current	1GTJK33D77F138141	OHIO	2000595177	GMC /2007	11/21/2016	11/30/2016	Batch Add of Title
History #1	1GTJK33D77F138141	MICHIGAN	273A1090544	GMC /2007	4/19/2012	5/17/2014	Batch Add of Title



From: NmvtisReports@aamva.org
Sent: Tuesday, May 2, 2017 2:40 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

Attachments: SuspenseReport\_AK\_20170501.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Fryironmont:

Page: 1

Production

5/1/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 5:15 AM

**To:** Peters, Mina L (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

# **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, May 7<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 5:16 AM
To: OBrien, Audrey K (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

# **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, May 7<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 5:16 AM
To: Brosnan, Patrick P (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

# **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, May 7<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 5:17 AM

To: Nolen, David B (DOA)

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

# **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, May 7<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 5:18 AM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

# **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, May 7<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 5:18 AM

**To:** DOA DMV Managers

**Subject:** Alabama Scheduled Maintenance Sunday, May 7, 2017

# **Jurisdictions:**

AAMVA Operations have been informed that Alabama will be unavailable on Sunday, May 7<sup>th</sup>, 2017 from 8:00 AM ET to 11:00 AM ET due to scheduled maintenance. Alabama will not be able to process transactions during this time period.

From: Neil Pitt < NPitt@aamva.org>
Sent: Tuesday, May 2, 2017 5:25 AM

**To:** Nolen, David B (DOA)

**Subject:** Batch Duplicate VIN Resolution - State Contacts - 2017

Attachments: Batch Dup VIN - State Contacts 2017.xls; NMVTIS State Duplicate VIN Resolution Batch

Process Specification, r1.1.1.pdf

# NMVTIS Participants,

As part of our ongoing efforts to improve data integrity we are making plans to run the Batch Duplicate VIN Resolution Process again in 2017. To make sure we are communicating with the right individual's responsible for this process we are reviewing our list of state contacts.

Attached is the list of state contacts we used when we ran the process back in 2015. We ask that you verify that we have the correct point-of-contact for the Batch Duplicate VIN Resolution Process in your state.

Please confirm that we have the correct contact. Email your feedback to: helpdesk@aamva.org

For those of you unfamiliar with the Batch Duplicate VIN Resolution Process attached is the specifications document.

Regards, Neil Pitt



This document 0.7.1187.72677-000002 is fully redacted

From: Chandrasekharan, Madhu <MChandrasekharan@aamva.org>

**Sent:** Tuesday, May 2, 2017 6:10 AM

**To:** Peters, Mina L (DOA)

Subject: RE: CDLIS Proposal Review Committee Monthly Meeting

**Attachments:** 2016-27398.pdf

Sure Mina, I have attached the final rule document.

Thanks, Madhu

From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Tuesday, May 2, 2017 10:07 AM

**To:** Chandrasekharan, Madhu < MChandrasekharan@aamva.org > **Subject:** RE: CDLIS Proposal Review Committee Monthly Meeting

Hi Madhu,

I'm sorry, but I can't find the Drug and Alcohol Clearinghouse document that we are to discuss anywhere in my email or the Sharepoint site. Can you please forward that to me? Thank you!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Chandrasekharan, Madhu [mailto:MChandrasekharan@aamva.org]

Sent: Friday, April 28, 2017 8:23 AM

To: 'Beers, Kami (DelDOT)' < <a href="mailto:Kami.Beers@state.de.us">Kami.Beers@state.de.us</a>; 'Anthony, Amy (DelDOT)' < <a href="mailto:Amy.Anthony@state.de.us">Kamy.Anthony@state.de.us</a>; 'Frey, Andrew' < <a href="mailto:Andrew.Frey@iowadot.us">Andrew.Frey@iowadot.us</a>; 'McJannet, Patrick' < <a href="mailto:pmcjannet@mt.gov">pmcjannet@mt.gov</a>; JoLynn Peck < <a href="mailto:peckj3@michigan.gov">peckj3@michigan.gov</a>; Russell Casler < <a href="mailto:Russell.CASLER@odot.state.or.us">Russell.CASLER@odot.state.or.us</a>; Peters, Mina L (DOA) < <a href="mailto:mina.peters@alaska.gov">mina.peters@alaska.gov</a>; Regmi, Ashish < <a href="mailto:ARegmi@aamva.org">ARegmi@aamva.org</a>; Dsa, Pamela < <a href="mailto:pdsa@aamva.org">pdsa@aamva.org</a>; Jordaan, Loffie < <a href="mailto:LJordaan@aamva.org">LJordaan@aamva.org</a>; Stephens, Melinda < <a href="mailto:MStephens@aamva.org">MStephens@aamva.org</a>; Jain, Vikas < <a href="mailto:VJain@aamva.org">VJain@aamva.org</a>; Cashin, Cian < <a href="mailto:CCashin@aamva.org">CCashin@aamva.org</a>>

Cc: AAMVA Receptionist < reception@aamva.org>

Subject: RE: CDLIS Proposal Review Committee Monthly Meeting

Attached is the Meeting Agenda for the PRC meeting on May 2<sup>nd</sup>.

Have a great weekend!

1

# Thanks, Madhu

-----Original Appointment-----

From: Chandrasekharan, Madhu Sent: Tuesday, March 14, 2017 9:30 AM

To: Chandrasekharan, Madhu; 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick'; JoLynn Peck; Russell Casler; 'Peters, Mina L (DOA)'; Regmi, Ashish; Dsa, Pamela; Jordaan, Loffie; Stephens, Melinda; Jain,

Vikas; Cashin, Cian Cc: AAMVA Receptionist

Subject: CDLIS Proposal Review Committee Monthly Meeting

When: Tuesday, May 2, 2017 11:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: GoToMeeting

# CDLIS Proposal Review Committee Monthly Meeting

Purpose: Review upcoming change proposals and discussion topics

Please join my meeting from your computer, tablet or smartphone.

https://global.gotomeeting.com/join/704935925

You can also dial in using your phone. United States: +1 (646) 749-3122

Access Code: 704-935-925

First GoToMeeting? Try a test session: http://help.citrix.com/getready

Thank you,

## Madhu Chandrasekharan

Sr. Business Analyst | AAMVA 4401 Wilson Blvd, Ste. 700, Arlington, VA. 22203 T: 703-908-5851

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### **DEPARTMENT OF TRANSPORTATION**

### Federal Motor Carrier Safety Administration

49 CFR Parts 382, 383, 384 and 391

[Docket No. FMCSA-2011-0031]

RIN 2126-AB18

# Commercial Driver's License Drug and Alcohol Clearinghouse

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Final rule.

**SUMMARY:** FMCSA amends the Federal Motor Carrier Safety Regulations to establish requirements for the Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse), a database under the Agency's administration that will contain information about violations of FMCSA's drug and alcohol testing program for the holders of commercial driver's licenses (CDLs). This rule is mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21). It will improve roadway safety by identifying commercial motor vehicle (CMV) drivers who have committed drug and alcohol violations that render them ineligible to operate a CMV.

**DATES:** Effective Date: January 4, 2017. Compliance Date: January 6, 2020.

FOR FURTHER INFORMATION CONTACT: Mr. Juan Jose Moya, Compliance Division, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590–0001, by telephone at (202) 366–4844 or via email at *fmcsadrugandalcohol@dot.gov*. FMCSA office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (202) 366–9826.

## SUPPLEMENTARY INFORMATION:

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- B. Benefits and Costs
- II. Abbreviations
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- V. Discussion of Comments Received on the Proposed Rule
- VI. Section-by-Section Explanation of Changes From the Notice of Proposed Rulemaking
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  - B. Part 382, Subpart G (Sections 382.701 through 382.727)
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D. Part 384

E. Part 391

VII. Regulatory Analyses and Notices

## I. Executive Summary

A. Purpose and Summary of the Major Provisions of the Clearinghouse

The purpose of the Clearinghouse, as mandated by section 32402 of MAP-21, is to maintain records of all drug and alcohol program violations in a central repository and require that employers query the system to determine whether current and prospective employees have incurred a drug or alcohol violation that would prohibit them from performing safety-sensitive functions covered by the FMCSA and U.S. Department of Transportation (DOT) drug and alcohol testing regulations. This will provide FMCSA and employers the necessary tools to identify drivers who are prohibited from operating a CMV and ensure that such drivers receive the required evaluation and treatment before resuming safety-sensitive functions. Specifically, information maintained in the Clearinghouse will ensure that drivers who commit a drug or alcohol violation while working for another employer, or who attempt to find work with another employer, do not perform safety-sensitive functions until completing the return-to-duty process. The Clearinghouse thus addresses the situation in which drivers can conceal their drug and alcohol violations merely by moving on to the next job or the next jurisdiction. As explained below, drug and alcohol violation records maintained in the Clearinghouse will "follow" the driver regardless of how many times he or she changes employers, seeks employment or applies for a CDL in a different State. The Clearinghouse will be administered and maintained in strict compliance with applicable Federal security standards. The Agency will comply with the consent requirements of the Privacy Act prior to releasing any driver's Clearinghouse record to an employer.

Employers and medical review officers (MROs), or their designated representatives, are required to report information about positive drug test results, alcohol test results greater than 0.04 blood alcohol content, refusals to test and other non-test violations of FMCSA's drug and alcohol regulations. In addition, Substance Abuse Professionals (SAPs) are required to report information about drivers undergoing the return-to-duty drug and alcohol rehabilitation process. Employers must search the Clearinghouse for information during

the pre-employment process for prospective employees and at least once a year for current employees to determine whether anyone has incurred a drug or alcohol violation with a different employer that would prohibit him or her from performing safety-sensitive functions.

### **B.** Benefits and Costs

In the Initial Regulatory Analysis, the Agency estimated the annual benefit of the proposed rule at \$187 million and the annual cost at \$186 million. The present value of the proposed rule was \$8 million at a 7 percent discount rate. The Final Regulatory Impact Analysis estimates the annual benefit of the final rule at \$196 million and the annual cost at \$154 million. Net present value benefit is estimated at \$316 million at a 7 percent discount rate.

The principal factor causing the reduction in costs is the analytical change necessary to account for the program change concerning the testing rate for annual random drug tests. Effective January 1, 2016, the random drug testing rate is now 25 percent of drivers employed by a carrier, as opposed to 50 percent. This change was made pursuant to 49 CFR 382.305, and is unrelated to the Clearinghouse or the final rule. The industry has only been in operation for less than a year at the lower testing rate. Therefore, no drug survey data available that indicates that the random positive drug test rate has, or will, materially diverge from the three-year average of positive test rates used to estimate the number of positive random drug tests for the forecast period. This change reduces the estimate of the number of annual random positive drug tests from 28,000 in the Initial Regulatory Impact Analysis to 10,000 in the Final Regulatory Impact Analysis. The principal effect of this change is a reduction in return-to-duty costs from the \$101 million estimated in the Initial Regulatory Impact Analysis to \$56 million in the Final Regulatory Impact Analysis. In addition, FMCSA estimated drivers' opportunity cost for the personal income they would forgo for the hours in which they are in substance abuse education or treatment programs. This opportunity cost is included in the estimate of total returnto-duty costs. In the Final RIA, FMCSA estimated employers' opportunity cost as the monetized value of on-duty time lost for the entire period of time drivers, with drug and alcohol violations are detected as a result of the final rule, are prohibited from performing safetysensitive functions.

The Agency estimates about \$196 million in annual benefits from crash

reductions resulting from the rule. The benefits consist of \$55 million in safety benefits from the annual queries and \$141 million in safety benefits from the pre-employment queries. FMCSA estimates that the rule would result in \$154 million in total annual costs, which include:

- \$29 million that is the estimated monetized value of employees' time to prepare annual employer queries;
- \$11 million that is the estimated monetized value of employees' time to prepare pre-employment queries;
- \$3 million for employers to designate service agents, and \$1 million for SAPs to report initiation of the return-to-duty Initial Assessment;
- \$5 million incurred by various reporting entities to register with the Clearinghouse, verify authorization, and

become familiar with the rule, plus an additional \$700,000 for these entities to report positive tests;

- \$35 million of fees and consent and verification costs consisting of \$24 million in Clearinghouse access fees incurred by employers for preemployment queries, limited annual queries and full annual queries, plus \$11 million of the monetized value of drivers' time to provide consents to employers and verification to FMCSA to allow employers access to drivers'
- \$2.2 million for development of the Clearinghouse and management of
- \$56 million incurred by drivers to go through the return-to-duty process, including \$7 million of opportunity costs in the form of income forgone for

those hours spent in substance abuse education and treatment programs in lieu of hours that could be spent in nonsafety-sensitive in positions; and

• \$11.5 million of opportunity costs incurred by employers due to lost onduty hours and profits associated with drivers suspended from safety-sensitive functions until successful completion of the return-duty-process.

Total net benefits of the rule are \$42 million annually (\$196 million-\$154 million). The 10-year projection of net benefits is \$316 million when discounted at 7 percent and \$369 million when discounted at 3 percent. The annualized net benefit of the final rule is \$42 million at the 7 percent and 3 percent discount rates. The estimated benefits include only those associated with reductions in CMV crashes.

## TOTAL NET BENEFIT PROJECTION OVER A 10-YEAR PERIOD

Total	Annual	10-year	10-year
Discount rate		7%	3%
Total Benefits Total Costs Total Net Benefits	\$196,000,000 154,000,000 42,000,000	\$1,472,985,521 1,157,345,766 315,639,754	\$1,722,077,349 1,353,060,774 369,016,575

### II. Abbreviations

AAMVA American Association of Motor Vehicle Administrators

ABA American Bus Association AMRO American Medical Review Officers,

LLC ATA American Trucking Associations ATF Alcohol Testing Form

BLS Bureau of Labor Statistics

Boeing The Boeing Company CAA Clean Air Act

Cahill-Swift Cahill Swift LLC

CCF Federal Drug Testing Custody and Control Form

CCTA California Construction Trucking Association

CDL Commercial Driver's License CDLIS Commercial Driver's License Information System

Clearinghouse FMCSA's Commercial Driver's License Drug and Alcohol Clearinghouse

CLP Commercial Learner's Permit

CMV Commercial Motor Vehicle C/TPA Consortia/Third Party Administrator

CVTA Commercial Vehicle Training Association

DOT U.S. Department of Transportation Driver Check Driver Check Medical Testing and Assessment

DrugPak DrugPak LLC

DUI Driving a Commercial Motor Vehicle While Under the Influence of Alcohol or Drugs

eCCF Electronic Custody and Control Form EIN Employer Identification Number E-MAIL Electronic Mail FCRA Fair Credit Reporting Act FE FirstEnergy Corporation

FMCSA Federal Motor Carrier Safety Administration

FMCSRs Federal Motor Carrier Safety Regulations

Foley Foley Carrier Services GAO Government Accountability Office Greyhound Greyhound Lines, Inc.

HHS Health and Human Services HIPAA Health Insurance Portability and

Accountability Act of 1996

IBT International Brotherhood of Teamsters IT Information Technology

J.B. Hunt J.B. Hunt Transport, Inc. MAP-21 Moving Ahead for Progress in the 21st Century Act

MRO Medical Review Officer MROCC Medical Review Officer

Certification Council

NCSL National Conference of State Legislators

NGA National Governors Association NPRM Notice of Proposed Rulemaking NPTC National Private Truck Council NTSB National Transportation Safety Board NYAPT New York Association for Pupil Transportation

OMB Office of Management and Budget OOIDA Owner-Operator Independent Drivers Association, Inc.

OTETA Omnibus Transportation Employee Testing Act of 1991

PII Personally Identifiable Information PSP Pre-Employment Screening Program PTC Pipeline Testing Consortium, Inc. Quest Diagnostics Quest Diagnostics Incorporated

RIA Regulatory Impact Analysis SAMHSA Substance Abuse and Mental Health Services Administration SAP Substance Abuse Professional

SAPAA Substance Abuse Program Administrators Association Schneider Schneider National, Inc. SDLA State Driver Licensing Agency TTD Transportation Trades Department, AFL-CIO

UMRA Unfunded Mandates Reform Act of 1995

WPCI Western Pathology Consultants, Inc.

## III. Legal Basis for the Rulemaking

Section 32402 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141, 126 Stat. 405), codified at 49 U.S.C. 31306a, directs the Secretary of Transportation (Secretary) to establish a national Clearinghouse containing CMV operators' violations of FMCSA's drug and alcohol testing program. This rule implements that mandate.

In addition, FMCSA has general authority to promulgate safety standards, including those governing drivers' use of drugs or alcohol while operating a CMV. The Motor Carrier Safety Act of 1984 (the 1984 Act), codified at 49 U.S.C. 31136(a), provides concurrent authority to regulate drivers, motor carriers, and vehicle equipment. The 1984 Act requires the Secretary to prescribe safety standards for CMVs which, at a minimum, shall ensure that: (1) CMVs are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on CMV operators do not impair their ability to

operate the vehicles safely; (3) the physical condition of CMV operators is adequate to enable them to operate the vehicles safely; (4) CMV operation does not have a deleterious effect on the physical condition of the operators; and (5) CMV drivers are not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a CMV in violation of regulations promulgated under 49 U.S.C. 31136 or 49 U.S.C. chapters 51 or 313 (49 U.S.C. 31136(a)). Section 211 of the 1984 Act also grants the Secretary broad power, in carrying out motor carrier safety statutes and regulations, to "prescribe recordkeeping and reporting requirements" and to "perform other acts the Secretary considers appropriate" (49 U.S.C. 31133(a)(8) and

The FMCSA Administrator has been delegated authority under 49 CFR 1.87(e) and (f) to carry out the functions vested in the Secretary by 49 U.S.C. chapter 313 and 49 U.S.C. chapter 311, subchapters I and III, relating to CMV programs and safety regulation. This rule will implement, in part, the Agency's delegated authority under 49 U.S.C. 31136(a)(1) to ensure that CMVs are "operated safely," and, under section 31136(a)(3), to ensure that "the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely." The final rule does not directly address the operational responsibilities imposed on CMV drivers (section 31136(a)(2)) or possible physical effects caused by driving a CMV (section 31136(a)(4)). FMCSA prohibits employers from submitting false reports of drug or alcohol violations to the Clearinghouse, which could be used to exercise coercive influence over drivers (49 U.S.C. 31136(a)(5)). FMCSA also exercises the broad recordkeeping and implementation authority under 49 U.S.C. 31133(a)(8) and (10).

The Omnibus Transportation Employee Testing Act of 1991 (OTETA) (Pub. L. 102–143, Title V, 105 Stat. 917, at 952, October 28, 1991, codified at 49 U.S.C. 31306), mandated the alcohol and controlled substances (drug) testing program for DOT. OTETA affirmed the existing regulations for drug testing and required the Secretary to promulgate regulations for alcohol testing for persons in safety-sensitive positions in four modes of transportation—motor carrier, airline, railroad, and mass transit. Those regulations, including subsequent amendments, are codified at 49 CFR part 40, ''Procedures for Transportation Workplace Drug and Alcohol Testing Programs.'' Part 40 establishes requirements for all DOT-

regulated parties, including employers of drivers with CDLs subject to FMCSA testing requirements, for conducting drug and alcohol tests. Part 40 also defines the roles and responsibilities of service agents, including MROs, SAPs, and consortia/third party administrators (C/TPAs), who perform critical functions under DOT-wide drug and alcohol testing program requirements. In 1994, FMCSA's predecessor

In 1994, FMCSA's predecessor agency, the Federal Highway Administration (FHWA), published a final rule addressing the OTETA and amending regulations, including penalties, codified in 49 CFR part 382, "Controlled Substances and Alcohol Use and Testing." In 2001, FMCSA revised its regulations in 49 CFR part 382 to make FMCSA's drug and alcohol testing procedures consistent with and non-duplicative of the revised regulations at 49 CFR part 40.

This rule incorporates many of the findings and recommendations contained in FMCSA's March 2004 report to Congress, which was required under section 226 of the Motor Carrier Safety Improvement Act of 1999 (Pub. L. 106–159, 113 Stat. 1748, 1771, December 9, 1999).

# IV. Background on FMCSA's Drug and Alcohol Testing Program

Agency regulations at 49 CFR part 382 apply to persons and employers of such persons who operate CMVs in commerce in the United States and who are subject to the CDL requirements in 49 CFR part 383 or the equivalent CDL requirements for Canadian and Mexican drivers (49 CFR 382.103(a)). Part 382 requires that employers conduct preemployment drug testing, post-accident testing, random drug and alcohol testing, and reasonable suspicion testing, as well as return-to-duty testing and follow-up testing for those drivers who test positive or otherwise violate DOT drug and alcohol program requirements.

Motor carrier employers are prohibited from allowing an employee to perform safety-sensitive functions, which include operating a CMV, if the employee tests positive on a DOT drug or alcohol test, refuses to take a required test, or otherwise violates the DOT or FMCSA drug and alcohol testing regulations. The prohibition on performing safety-sensitive functions continues until the employee satisfies

all of the requirements of the return-toduty process prescribed in 49 CFR part 40, subpart O. Additionally, part 382 provides that an employer may not allow a covered employee to perform safety-sensitive functions when the employer has actual knowledge that a driver has engaged in on-duty or preduty alcohol use, used alcohol prior to post-accident testing, or used a controlled substance. An employer has "actual knowledge" of a driver's drug or alcohol use while performing safetysensitive functions based upon the employer's direct observation of employee drug or alcohol use, an admission by the employee of drug or alcohol use, information provided by a previous employer, or if the employee receives a traffic citation for driving a CMV while under the influence of drugs or alcohol. An employer may not use a driver under these circumstances until the driver has completed the return-toduty process prescribed in 49 CFR part 40, subpart O. Although not required to do so, the employer may, at its discretion, fire the employee without giving the opportunity to complete the return-to-duty process. FMCSA does not regulate an employer's decision to terminate or the conditions under which an employer chooses to keep a driver on after a drug or alcohol violation.

The Federal Motor Carrier Safety Regulations (FMCSRs) require that a motor carrier employer obtain information from a job applicant that includes the names and addresses of the applicant's employers for the past 3 years, and whether or not the applicant was subject to the FMCSRs and to the drug and alcohol testing requirements under 49 CFR part 40 (49 CFR 391.21(b)). Interstate motor carrier employers are then required to investigate the applicant's history under the DOT drug and alcohol testing program by contacting any named DOTregulated employers to determine whether the applicant has, within the past 3 years, violated the drug and alcohol prohibitions under part 382 or the testing requirements under part 40 (49 CFR 391.23(e)). A similar background check requirement exists in part 40. See 49 CFR 40.25 (DOTregulated employers must contact all of the applicant's employers for the 2 years prior to the employee application date and obtain drug and alcohol test information, including information that these employers obtained from previous employers).

Part 40 defines an "employee" as "any person who is designated in a DOT agency regulation as subject to drug testing and/or alcohol testing" including "applicants for employment subject to

<sup>1&</sup>quot;A Report to Congress On the Feasibility and Merits of Reporting Verified Positive Federal Controlled Substance Test Results to the States and Requiring FMCSA-Regulated Employers to Query the State Databases Before Hiring a Commercial Drivers License (CDL) Holder," Federal Motor Carrier Safety Administration, March 2004, Pg. 2.

pre-employment testing" (49 CFR 40.3). Pursuant to this definition, an individual is an employee of any DOT-regulated employer for whom the individual takes a pre-employment drug test, regardless of whether the individual is subsequently hired by the employer. As a result, an individual must list that prospective employer, when applying for a new covered position (see 49 CFR 40.25).

FMCSA published the Notice of Proposed Rulemaking (NPRM) for the Drug and Alcohol Clearinghouse on April 22, 2014 (79 FR 9703). Changes to the published proposal are discussed in detail below.

# V. Discussion of Comments Received on the Proposed Rule

The Agency received 165 comments. FMCSA's responses to those comments follow.

General Support/Opposition to the Clearinghouse

Comment. Ninety-seven commenters expressed general support for the proposal to establish the Clearinghouse. These commenters included 26 trade associations, 23 service agents, 13 employers, 3 safety advocacy organizations, 2 trade unions, the NTSB, a U.S. Congressman, a transportation consultant, and 27 individuals. Common reasons cited for general support of the proposal include that it will improve safety, deter drivers from job-hopping to evade the drug and alcohol violations, and provide employers with easy access to the information they need to hire safe, qualified drivers. Ten commenters expressed opposition to establishing the Clearinghouse. The majority of the commenters registering opposition were drivers who were concerned with overlapping reporting responsibilities and the lack of sufficient time for reporting information.

# Compliance Date

Comment. SAPAA, NYAPT, First Advantage, WPCI and Quest Diagnostics requested that FMCSA give stakeholders enough time to restructure processes and systems before compliance is required. SAPAA requested at least a 1-year delay from the date of publication. First Advantage suggested that the compliance date coincide with the release of the HHS eCCF. National Ready Mixed Concrete Association and FE suggested a 2-year compliance period, while another commenter suggested a 3-year period.

Response. FMCSA notes that we did not propose a compliance date in the NPRM. This final rule includes a 3-year compliance period. FMCSA believes 3 years is necessary to provide the Agency time to design and implement the information technology (IT) systems needed to facilitate the reporting of results and violations of the drug and alcohol testing rules and the responses to queries from employers and prospective employers. Also, this period of time will ensure that stakeholders have sufficient time to prepare for this rule.

Applicability—Canadian and Mexican Employees, Employers, and Service Agents

Comment. Driver Check, Schneider, OOIDA and other commenters requested that the Agency clarify whether the proposed requirements apply to Canadian and Mexican commercial drivers, employers, C/TPAs, MROs, SAPs, and certified laboratories that are subject to the FMCSA testing regulations. Some of these commenters expressed concern that the proposal does not explain how the rule will be implemented and enforced against regulated entities in Canada and Mexico. One expressed concern that some of the proposed provisions would present privacy issues for Canadians because of a recent case involving an employer in the Province of Alberta. Driver Check asked whether the Clearinghouse data entry fields would be able to accommodate Canadian addresses and CDL numbers. The same commenter asked if the Clearinghouse would accommodate French, which is one of Canada's official languages.

Response. The Clearinghouse is designed to create an overlay onto FMCSA's drug and alcohol testing program to enhance compliance. As a result, all Clearinghouse requirements in this rule apply to employees, employers, and service agents that are otherwise subject to DOT and FMCSA drug and alcohol testing requirements as codified in 49 CFR parts 40 and 382. Therefore, all Mexican or Canadian employees, employers, or service agents that are currently required to comply with DOT and FMCSA drug and alcohol testing requirements must comply with this rule

Canadian and Mexican motor carriers will follow the same procedures as U.S.-based motor carriers to query and report to the Clearinghouse. All Canadian and Mexican motor carriers engaged in cross-border trucking are required to obtain a USDOT number and maintain active registration. They will use those credentials to register with the Clearinghouse just as any U.S.-based carrier would. Similarly, FMCSA will enforce Clearinghouse requirements

using the same tools it currently uses to enforce DOT and FMCSA drug and alcohol testing requirements against Canadian and Mexican motor carriers: Investigations, roadside inspections, and other enforcement mechanisms.

Currently, FMCSA is able to access information about Canadian CDL holders through the CDLIS pointer system. As a result, FMCSA does not anticipate having trouble accessing or accommodating Canadian information as a part of the Clearinghouse design. To the extent that issues arise that may affect the ability of Canadian carriers to comply with the requirements of this rule due to differences between Canadian and U.S. privacy laws and regulations, the Agency will work with Canadian authorities to resolve those issues. FMCSA intends to provide access to the Clearinghouse only in English, although parties will be able to enter French or Spanish words and names in the various data entry fields. Users with limited English proficiency may seek assistance with the Clearinghouse by contacting FMCSA's Office of Civil Rights at (202) 366-8810 to request a language accommodation.

Comment. Several commenters expressed concern that FMCSA's requirement that motor carriers implement a random drug testing program violates Canadian law. Specifically, they cite to Communications, Energy and Paperworkers Union of Canada, Local 30 v. Irving Paper & Pulp, Ltd., [2013] 2 S.C.R. 458, and a grievance arbitration between Uniform Local 707A and Suncor Energy, Inc. that set limitations on an employer's ability to require random alcohol testing for employees working under a collective bargaining agreement.

Response. The decisions in the referenced proceedings do not address the issue of Canadian motor carriers' compliance with FMCSA's random drug and alcohol testing requirements. Although this rule would require employers to report the results of positive or refused random tests to the Clearinghouse, it does not in and of itself establish the requirement that foreign motor carriers implement random testing programs. To the contrary, 20 years ago, FMCSA's predecessor made clear that the Agency's drug and alcohol requirements apply equally to foreign drivers. See "Controlled Substances and Alcohol Use and Testing; Foreign-based Motor Carriers and Drivers," 60 FR 49322, Sept. 22, 1995. Moreover, in accordance with bilateral agreements between the United States and Canada, Canadian drivers are—and have been—subject to

all U.S. regulations when operating CMVs in the United States. Canadian motor carriers concerned about the effect of these recent cases on their cross-border transportation operations should consult with local legal counsel.

Applicability—Motor Carriers Operating Non-CDL CMVs

Comment. A number of commenters including J. B. Hunt Transport, Inc. and several trade associations requested that FMCSA also require motor carriers that operate non-CDL CMVs to query the Clearinghouse. Several commented that if this rule is implemented as proposed, CDL drivers with a drug or alcohol violation would seek employment with non-CDL motor carriers because the proposed rule does not require them to query the Clearinghouse. J.B. Hunt posited that "many drivers who fail a test and can't 'job-hop' due to the Clearinghouse will downgrade to an operator's license and migrate to carriers not required to conduct testing or check for past test failures." Other commenters were also concerned that the rule, as proposed, would push unsafe drivers into the non-CDL segment of the motor carrier industry. Another commenter observed that 49 CFR 382.501(c) prohibits a driver with a drug or alcohol violation from operating CMVs that do not require a CDL, but under the proposed rule, non-CDL CMV employers would not know whether a

driver is subject to this prohibition. *Response.* The MAP–21 mandate underlying this rule applies only to individuals who hold a valid CDL and who are subject to drug and alcohol testing under Title 49 of the Code of Federal Regulations (including part 382) and to those who employ such individuals (49 U.S.C. 31306a(m)(4)(A)). The drug and alcohol testing and reporting requirements of part 382 apply to CDL holders who operate CMVs with GVWRs of 26,001 pounds or more, a vehicle that is designed to transport 16 or more passengers, including the driver, or a vehicle of any size used in the transport of hazardous materials, and to employers of such persons (§§ 382.103(a) and 383.5). The NPRM did not propose to change any underlying requirement of part 382.

FMCSA acknowledges, as one commenter noted, that § 382.501prohibits any driver from performing safety-sensitive functions, including operating CMVs that do not require a CDL, if the driver has violated part 382. We note, however, that the provision applies only to CDL holders. FHWA, in adopting § 382.501(c) in 1994, explained its intent: ". . . a driver removed from performing safety-

sensitive functions because of a rule violation occurring in a 26,001 pound or greater vehicle in inter- or intrastate commerce, also is prohibited from driving a 10,001 pound or greater vehicle in interstate commerce, until complying [with return-to-duty requirements]." (59 FR 7484, 7501, February 15, 1994). Further, § 382.501(c) does not subject CDL holders operating CMVs with GVWRs between 10,001 and 26,000 pounds, or their employers, to the requirements of part 382.

FMCSA therefore concludes that, at this time, it would not be appropriate to require that motor carriers who employ individuals (either non-CDL holders or CDL holders) to operate CMVs with GVWRs between 10,001 and 26,000 pounds, to query the Clearinghouse. Such a requirement would expand the reach of this rulemaking to employers and drivers who are not required to participate in FMCSA's drug and alcohol testing program. Because those parties are not subject to part 382 requirements, they did not have sufficient notice that Clearinghouse requirements could become applicable to them and, accordingly, have not had a fair opportunity to participate in this proceeding. Should FMCSA, on the basis of demonstrable need, subsequently exercise its discretion under the 1984 Act (49 U.S.C. 31136(1) and (3)) to require that these employers query the Clearinghouse, we will provide notice and an opportunity for

The Agency notes, however, that. "non-CDL" employers operating in interstate commerce remain subject to the investigation and inquiry requirements of § 391.23. Employers obtaining records related to an applicant's driving and safety performance history under § 391.23(a) would, for example, be able to discern whether the applicant had voluntarily downgraded a CDL to a motor vehicle operator's license and thus have a basis on which to question the applicant concerning the reason for the downgrade. "Non-CDL" employers must also request drug and alcohol testing information from "all previous DOT regulated employers that employed the driver within the previous three years . . . in a safety-sensitive function that required alcohol and controlled substance testing specified by 49 CFR part 40" (§ 391.23(e)). Section 391.23(f) requires that prospective employers provide previous employers with the driver's written consent, as required by § 40.321(b), to allow for the release of this privacy-protected information. Use of FMCSA's Pre-employment Screening Program (PSP) will also assist motor

carrier employers in finding disqualifying drug and alcohol offenses and identifying prior DOT-regulated employers. The availability of this information will enable prospective employers to determine whether applicants who are CDL holders are subject to § 382.501.

Additionally, subject to applicable State requirements, "non-CDL" employers may conduct preemployment and/or random non-DOT drug and alcohol testing (though the results of such tests would not be reportable to the Clearinghouse, as explained below).

Applicability—Non-DOT Tests

Comment. Cahill-Swift, Driver IQ/CARCO, J.B. Hunt, Schneider, C.R. England and the ATA requested that FMCSA permit employers to report non-DOT tests to the Clearinghouse. OOIDA opposed including non-DOT tests in the Clearinghouse.

Response. Congress did not grant FMCSA the authority to require employers to report non-DOT tests to the Clearinghouse. Congress directed the Agency to establish the Clearinghouse as a repository of DOT drug and alcohol testing program violations. See 49 U.S.C. 31306a(a). This is consistent with the rules applicable to FMCSA's drug and alcohol testing program: All FMCSA-required tests must be conducted in accordance with DOT rules. See 49 U.S.C. 31306(c); 49 CFR 382.105. Although employers may conduct testing beyond that required by FMCSA and DOT rules, positive results for these non-DOT tests must be kept completely separate from DOT test results and do not constitute violations of FMCSA or DOT rules. See 49 CFR 382.105; 49 CFR 40.13. Accordingly, FMCSA will not expand the scope of the Clearinghouse to include non-DOT tests.

Applicability—Municipalities

Comment. A commenter asked whether this final rule would apply to municipalities.

Response. Generally speaking, municipalities are subject to FMCSA's drug and alcohol testing program to the extent they employ drivers who are required to hold a CDL to operate a CMV. See 49 U.S.C. 31301, 31306; 49 CFR 382.103. Because this rule applies to all employers and employees subject to FMCSA's drug and alcohol testing rules, it would also apply to any municipality subject to those rules.

Applicability—Fair Credit Reporting Act (FCRA)

Comment. Foley and C.R. England asked whether the information in the

Clearinghouse would be subject to the FCRA when it is used for preemployment background checks. C.R. England asked that FMCSA issue guidance stating whether a prospective employer would be required to submit an adverse employment action letter to a prospective employee if he or she were not hired as a result of information disseminated from the Clearinghouse. OOIDA stated that FMCSA must comply with the FCRA.

Response. FMCSA will comply with applicable FCRA requirements; however, not all provisions in the FCRA apply to the Agency's administration of the Clearinghouse. Information that a prospective employer receives from the Clearinghouse during a pre-employment check is not subject to requirements on the use of "consumer reports" under the FCRA. While still subject to some FCRA requirements, as noted below, this type of "pre-employment" information on a prospective employee, solely considered for employment purposes and required by Federal regulation and law, qualifies as an "excluded communication" under 15 U.S.C. 1681a(d)(2)(D), 1681a(o), and 1681a(y) of the FCRA.

FMCSA, as the government agency communicating this information, is subject to disclosure requirements under section 1681a(o)(5)(C). FMCSA meets these disclosure requirements through the provisions of this final rule on driver notification and access to the Clearinghouse in 49 CFR 382.707 and 382.709. Under § 382.707, FMCSA must notify a driver when information concerning that driver has been added to, revised, or removed from the Clearinghouse. When information concerning that driver has been released from the Clearinghouse to an employer, the Agency must specify the reason for the release. Such notice will inform the driver how to access his or her information in the Clearinghouse and will comply with the disclosure requirements in section 1681a(o)(5)(C).

An employer that takes adverse action based in whole or in part on a communication from the Clearinghouse, whether that information indicates a current disqualification or a resolved violation, would be subject to the FCRA's "subsequent disclosure" requirement. This requirement provides that the employer shall disclose "a summary containing the nature and substance of the communication upon which the adverse action is based." 15 U.S.C. 1681a(y)(2). Employers should consult with their own experts for more information on how to comply with the FCRA.

### Federalism

Comment. Several commenters said that the Clearinghouse rule would have implications for Federalism under Executive Order (E.O.) 13132. A rule has implications for Federalism if it has a substantial direct effect on State or local governments. NPTC, Cahill-Swift and First Advantage observed that some States have their own reporting requirements for drug and alcohol violations and requested guidance on how those reporting requirements would be affected. First Advantage asked if the Clearinghouse could send notice directly to the SDLA, to eliminate double reporting. NYAPT said that pending legislation in New York would require an MRO or C/TPA to report positive results of a school bus driver's random drug or alcohol test to the New York Department of Motor Vehicles.

Response. Nothing in this final rule will change or otherwise affect State or local drug and alcohol violation reporting requirements so long as they are compatible with this final rule. See 49 U.S.C. 31306a(l). Incompatible State or local requirements are subject to preemption. Each State will have to evaluate its own requirements to determine whether they are compatible with this final rule.

With respect to the Clearinghouse reporting to States, at this time FMCSA is considering the most efficient way to share information with the SDLAs. There is a more complete discussion below of Agency efforts to coordinate information sharing with SDLAs.

## Privacy Considerations

*Comment.* A commenter stated that the Clearinghouse would violate the requirements of HIPAA.

Response. The Drug and Alcohol Clearinghouse established in this final rule is not subject to HIPPA requirements. HIPAA, which governs the dissemination of protected health information, applies to all records generated or received by "covered entities." 45 CFR 160.103; 45 CFR 164.104(a). HIPAA defines a covered entity as: "(1) A health plan; (2) A health care clearinghouse; or (3) A health care provider that transmits any health information in electronic form. Id. The Drug and Alcohol Clearinghouse does not fall into any of these categories. Even if drug and alcohol testing is viewed as protected under HIPAA, where DOT requires the use or disclosure of such information, its release is mandated by Federal law, and would not violate the requirements of HIPAA. Further information on this topic is available at

www.transportation.gov/odapc/hipaa-statement.

Comment. The Association of American Railroads and the American Short Line and Regional Railroad Association asked whether releasing information to the Clearinghouse would violate the Federal Railroad Administration's (FRA) drug and alcohol regulations.

Response. FMCSA consulted with FRA's drug and alcohol testing program, which concluded that the Clearinghouse would not create a conflict with FRA's regulations. Any CDL driver who is subject to and violates part 382, even if that driver is working in a different DOT agency's industry, would be reported to the Clearinghouse.

# Motor Carrier Registration

Comment. OOIDA suggested that FMCSA query the Clearinghouse as a part of the motor carrier registration process to determine whether any company principals have unresolved drug or alcohol violations.

Response. Company principals who do not currently serve in a safetysensitive function (e.g., they do not operate CMVs), or have never served in a safety-sensitive function are not a focus of this rulemaking. OOIDA's comment relates to registration requirements and is beyond the scope of this rulemaking. FMCSA will, however, take this comment under advisement as it moves forward with implementation of the Unified Registration System, see "Unified Registration System," 78 FR 52608, August 23, 2013, and, as appropriate, when further developing the registration processes in an NPRM concerning "MAP-21 Enhancements and Other Updates to the Unified Registration System". That said, nothing in this rule would prohibit FMCSA from querying the Clearinghouse during the registration process, as a part of its audit and enforcement functions.

# Definition of Positive Alcohol Test (§ 382.107)

Comment. The American College of Occupational and Environmental Medicine, Cahill-Swift, and C.R. England suggested that FMCSA remove the proposed definition of "positive alcohol test." Some of these commenters stated that the definition is confusing because it has not been used previously and does not appear in 49 CFR part 40. Others said it would create confusion between the different prohibitions that apply when a driver has a blood alcohol level of between 0.02-0.039 or 0.04 and higher. Conversely, SAPAA and NYAPT supported the proposed definition of "positive alcohol test."

Response. The FMCSRs prohibit a driver with a blood alcohol level of 0.02–0.039 from driving a CMV. But being on duty with this blood alcohol level does not constitute a violation and does not require a driver to complete the return-to-duty process before resuming safety-sensitive functions. 49 CFR 382.505(a). A driver who is on duty with a blood alcohol level of 0.04 or higher, however, is in violation of FMCSA's rules and must complete the return-to-duty process. 49 CFR 382.201.

FMCSA proposed to define a positive alcohol test to make it easier to differentiate between the consequences of results showing a blood alcohol level of 0.02–0.039 and 0.04 or higher. We understand, however, that this definition could be confusing given that it would be a violation of FMCSA's rules for a driver to operate a CMV with a blood alcohol level of either 0.02 or 0.04, but that different consequences would apply. As a result, we have removed the definition of positive alcohol test from the rule along with all references to it in the regulatory text. The final rule uses the term "an alcohol confirmation test with a concentration of 0.04 or higher" in all places where "positive alcohol test result" appeared in the proposal.

## Definition of Owner-Operator

Comment. Foley suggested that FMCSA define the term "owner-operator" because it was not clear whether the term refers to one-person companies or includes companies owned by a driver.

Response. It is not necessary to define "owner-operator" because that term does not appear anywhere in the regulatory text of this final rule. That said, § 382.103(b) explains that part 382, which includes this final rule, is applicable to all driver-owned firms without differentiating between oneperson companies and companies owned by drivers. The only differences are that § 382.103(b) also requires that one-person company owner-operators join a testing pool with at least one other person and new § 382.705(b)(6) requires that an employer who employs himself/herself as a driver must designate a C/TPA to comply with the employer reporting requirements in this rule.

## Definition of Service Agent

Comment. A commenter requested that FMCSA define the term "service agent."

Response. Prior to the enactment of MAP–21, part 382 incorporated the definition of "service agent" set forth in 49 CFR 40.3, which applied to service

agents providing services only in connection with the DOT-wide drug and alcohol testing requirements in part 40. MAP-21 included an expanded definition of "service agent" which, while functionally equivalent to the definition of "service agent" in § 40.3, applied the term to the Clearinghouse requirements. Accordingly, the NPRM proposed a definition of "service agent" consistent with that change. However, following publication of the NPRM, DOT amended its definition of "service agent" in § 40.3 to conform to MAP-21 so that it is clear the definition is not limited to those persons providing services only in connection with part 40 requirements (81 FR 52364, August 8, 2016). The revised definition in § 40.3 now encompasses service agents who provide services in connection with drug and alcohol testing requirements, including the Clearinghouse requirements. Consequently, no new definition of "service agent" is necessary in the final rule.

Driver Identification (§ 382.123)

## Social Security Numbers

Comment. FMCSA proposed that drivers be identified by their CDL number and State of licensure rather than Social Security Number or other Employee ID Number on the alcohol testing form (ATF) and Federal Drug Testing Custody and Control Form (CCF). A number of commenters opposed this change. Driver Check, Driver IQ/CARCO, Schneider and an individual commenter objected to using CDL numbers in lieu of Social Security Numbers because they believed that when a driver moves to a new State his or her license number would change. complicating the Clearinghouse's ability to track the driver. NYAPT, MROCC, CVTA and an individual commenter supported using CDL numbers. Driver IQ/CARCO and CCTA suggested that FMCSA should use CDLIS to track a driver's previous CDLs in other States. First Advantage and another commenter interpreted FMCSA's proposal to require a change to the ATF and CCF. These commenters stated that FMCSA did not have the authority to propose a change to these forms, which come under the authority of HHS. The IBT stated that use of the CDL number and State of issuance in lieu of a Social Security Number would reduce the risk of identity theft in the event the Clearinghouse suffered a security breach. SAPAA, Foley and Quest Diagnostics asked what would happen if a collection site mistakenly used a Social Security Number or EIN on the ATF or CCF. First Advantage also asked

how the system would track foreign CDL numbers.

Response. After careful consideration of the comments and evaluation of FMCSA's information technology systems, the Agency concluded that the most accurate and secure method to identify a driver in the Clearinghouse is by using his or her CDL number and State of issuance. This is consistent with Federal and DOT policies which strongly encourage agencies to avoid using Social Security Numbers as an identifier whenever possible. Moreover, by interfacing with the CDLIS driver record system, the Clearinghouse will be able to identify drivers quickly and easily using the driver's CDL number and State of issuance, including foreign drivers. Contrary to the concerns some commenters raised, the Clearinghouse will be able to identify both domestic and foreign drivers and track their drug and alcohol violation records regardless of the number of times the driver moves to a new State and obtains a new CDL.

Using a driver's CDL number and State of issuance to track drug and alcohol violations does not require a change to the CCF or ATF. These forms specifically permit the use of either the Social Security number or an employee identification number. Under this final rule, the person completing the form is required to use the driver's CDL number and State of issuance as the employee identification number.

Once laboratories are approved to use HHS's eCCF, the likelihood of a collection site mistakenly using an identification number other than the CDL number and State of issuance will drop significantly. But in those cases in which the CDL number and State of issuance is not entered, the parties will have an opportunity to input the correct number later in the process.

## **Driving Schools**

Comment. C.R. England and CVTA wanted to know how this rule would be applied to driving school students and prospective employees taking preemployment drug tests prior to obtaining a CDL. CVTA asked FMCSA to clarify that the rule would not require the reporting of non-CDL holder testing results.

Response. MAP-21 requires that certain records related to drug and alcohol testing of "commercial motor vehicle operators" be reported to the Clearinghouse. MAP-21 defines "commercial motor vehicle operator" as "an individual who (A) possesses a valid commercial driver's license issued in accordance with section 31308; and (B) is subject to controlled substances and alcohol testing under [49 CFR part

382]" (49 U.S.C. 31306a(m)(4)). The Agency believes that, in accordance with that definition, the drug and alcohol records for CLP holders are required to be reported to the Clearinghouse because the CLP is a valid commercial driver's license and CLP holders are subject to drug and alcohol testing. Non-CDL holders—that is, persons who hold neither a CLP nor a CDL—are not subject to the Clearinghouse reporting requirements. While employers may conduct non-DOT drug and alcohol tests on employees who do not hold CDLs or CLPs, those tests are not considered DOT tests under parts 40 and 382 and cannot be reported to the Clearinghouse.

### **USDOT** Numbers

Comment. FMCSA proposed to require employers to provide their USDOT number or their Internal Revenue Service-issued EIN on the CCF. First Advantage and Quest Diagnostics said that laboratories currently use account numbers to identify clients and that they would have to create new data fields to record USDOT numbers or EINs. MROCC, AMRO and PTC stated that, in many States, intrastate employers do not need to have USDOT numbers and that obtaining EINs would be burdensome. Two commenters also observed that the CCF does not include information to remind the collection site to record the USDOT number.

Response. As discussed below, FMCSA decided to eliminate the requirement that laboratories submit annual summaries of employer testing data. As a result, there is no longer a need to include USDOT numbers or EINs on the CCF. Accordingly, FMCSA removed this requirement from § 382.123(b)(1).

Definition of "Reasonable Time" and "Refuse to Submit"

Comment. OOIDA requested that FMCSA clarify that a driver has not refused to submit to a drug or alcohol test under § 40.191 or § 40.261 when certain circumstances cause a driver to be delayed in reaching a testing facility. OOIDA requested that FMCSA make this clarification through guidance or by creating definitions of the terms "reasonable time" and "refuse to submit."

Response. FMCSA cannot make this change as a part of this final rule. The comments are related to DOT-wide drug and alcohol testing program requirements that are beyond both the scope of the Agency's authority and the scope of the final rule.

### **Electronic Forms**

Comment. One commenter wanted to know whether entities involved in drug testing could continue to use paper forms. The commenter stated that in some circumstances computer facilities are unavailable to complete electronic forms. SAPAA, Driver IQ/CARCO, National Association of Professional Background Screeners and ATA supported the use of electronic forms and stated that FMCSA should allow parties to use electronic signatures for required authorizations and consents.

Response. It is beyond the scope of this rulemaking to change how entities involved in drug testing exchange information that is not submitted to FMCSA. The SAMHSA, which administers the CCF, has issued guidance on the use of paper and electronic CCFs. You can access that guidance at www.samhsa.gov/sites/ default/files/guidance-2014-ccf.pdf. Changes to the electronic CCF are beyond the scope of FMCSA's authority—and this rulemaking. Questions on that issue should be directed to SAMHSA. You may access more information on SAMHSA at www.samhsa.gov.

Under certain circumstances, electronic documents and signatures can be used to satisfy part 382 requirements. We note, as discussed below, that this rule permits drivers to provide electronic consent for limited queries. Consent related to full queries must be provided electronically through the Clearinghouse. The Agency's previously published guidance on electronic signatures and documents can be found at https://www.gpo.gov/ fdsys/pkg/FR-2011-01-04/pdf/2010-33238.pdf ("Regulatory Guidance Concerning Electronic Signatures and Documents," 76 FR 411 (Jan. 4, 2011)).

It is important to be aware, however, that FMCSA's guidance applies only to those requirements that appear in 49 CFR parts 300–399. Except for use in the eCCF, the DOT Office of Drug and Alcohol Policy and Compliance (ODAPC) has not approved the use of electronic signatures or documents to satisfy the requirements of the DOT-wide drug and alcohol regulations, which are found at 49 CFR part 40.2 Any questions about part 40 regulations should be directed to ODAPC. You can find ODAPC contact information at https://www.transportation.gov/odapc.

Further, we note that electronic documents and signatures fall within the scope of a separate NPRM that FMCSA published on April 28, 2014 (79 FR 23306), in which the Agency proposes to amend its regulations to allow the use of electronic records and signatures to satisfy its regulatory requirements. In addition, under section 5203 of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114–94, 129 Stat. 1312, Dec. 4, 2015), FMCSA is required to take certain steps in addressing the Agency's Regulatory Guidance Program. Therefore, changes to regulatory guidance regarding electronic documents and signatures may also occur under this initiative.

Employer Responsibilities (§ 382.217)

Comment. FMCSA proposed a new section that would prohibit employers from allowing a driver to operate a CMV if the driver does not comply with the return-to-duty process after a refusal, a positive drug test, an alcohol confirmation test with a concentration of 0.04 or higher, or if the employer has actual knowledge that the driver has used alcohol or controlled substances as defined in § 382.107. NYAPT expressed support for this provision. FE suggested that a driver should be able to resume operating a CMV after being cleared by the SAP and passing a return-to-duty drug test regardless of whether the appropriate documentation had been updated in the Clearinghouse.

SAPAA and FE wanted to know whether § 382.217(d) requires employers to report actual knowledge of drug or alcohol use to the Clearinghouse when a driver voluntarily self-reports such use under § 382.121. SAPAA suggested that § 382.217 should include each violation under which a driver is not allowed to engage in a safety-sensitive function prior to complying with the return-to-duty process.

Response. The purpose of § 382.217 is to prohibit employers from allowing a driver to operate a CMV if that driver is subject to the prohibitions in 49 CFR part 382, subpart B, and has not completed the return-to-duty process as required by 49 CFR part 382. This section does not impose reporting obligations; those obligations are in part 382, subpart G. Nor does this section limit the types of actual knowledge violations that give rise to employer prohibitions.

After consideration of the above comments and further review of the proposed regulatory text, we conclude that, although this purpose was expressed in the preamble, the regulatory text does not clearly convey the intended result. Accordingly, this final rule revises the regulatory text to clarify that no employer may allow a driver to operate a CMV if he or she is

<sup>&</sup>lt;sup>2</sup> See "Use of Electronic Chain of Custody and Control Form in DOT-Regulated Drug Testing Programs," 80 FR 19551 (April 13, 2015).

subject to *any* of the prohibitions in 49 CFR part 382, subpart B. Among other things, these prohibitions specifically include drivers for whom the employer has actual knowledge (as defined in § 382.107) that the driver used controlled substances, engaged in onduty or pre-duty alcohol use, or used alcohol prior to taking a post-accident test. *See* §§ 382.205, 382.207, 382.209, and 382.213.

Retention of Records (Section 382.401)

Comment. This section requires that employers retain documents related to the administration of employers' drug and alcohol testing programs for a minimum of 5 years. FMCSA proposed changes to clarify that this requirement includes records establishing that an employer has actual knowledge of a driver's traffic citation for driving a CMV while under the influence of alcohol or drugs. NYAPT stated that it was unnecessary to retain records of traffic citations. Towing and Recovery Association of America and Conference of Northeastern Towing Association stated that an employer's C/TPA should be able to maintain these records. SAPAA stated that employers keep records of citations in their safety department, not with their drug and alcohol program records. Similarly, FE said that records of citations are not maintained in drug and alcohol program records and it should not be the responsibility of employers to keep records of those citations.

Response. We believe that the commenters may have misunderstood the effect of the proposed change. Existing FMCSA regulations already require that employers maintain all records related to their drug and alcohol testing programs for at least 5 years. The purpose of the proposed change was to clarify that an employer must retain a DUI traffic citation only when it uses that citation as the basis for establishing that it had actual knowledge of a driver's use of drugs or alcohol in violation of FMCSA's drug and alcohol testing program. The proposed change was not intended to require employers to maintain copies of all traffic citations. In addition, it is left to the employer's discretion whether to use a C/TPA to administer and maintain records related to the employer's drug and alcohol program. Nothing in this proposed change would have affected that.

Regardless, it appears that the proposed change created more confusion than clarity. As a result, the final rule clarifies that employers must maintain drug and alcohol program records, including records of all part

382 drug and alcohol violations, for a minimum of 5 years.

Laboratories' Duty To Report Controlled Substances Test Results (§ 382.404)

Comment. FMCSA proposed to require each laboratory to report a summary of test results for each motor carrier using the laboratory to conduct controlled substances testing under FMCSA's requirements. A C/TPA commented that many owner-operators do not have independent accounts at laboratories; instead, their C/TPAs are the contact point with the laboratory SAPAA and Quest Diagnostics said that the semi-annual statistical summary information laboratories provide to ODAPC is not required to be electronic and that creating an electronic format would be burdensome. First Advantage said that laboratories do not currently collect USDOT numbers and would have to create a new field in their IT systems to collect this information. Cahill-Swift commented that laboratories often indicate that a test is an FMCSA test when an employer has testing responsibilities for more than one mode and that it would be difficult for laboratories to separate them out. Several commenters said that the reporting requirement was duplicative and that FMCSA should use the information that is reported to ODAPC and Drug and Alcohol Management Information System (DAMIS). Along the same lines, a commenter suggested that if the laboratories are reporting this information, carriers should not have to submit summaries. On the other hand, commenters such as Schneider, IBT and an individual supported the proposed requirement.

Response. After considering the comments on this proposal, FMCSA decided to eliminate proposed § 382.404. The overwhelming majority of commenters indicated that the proposed laboratory reporting requirement would require changes to existing laboratory IT systems' information collection procedures and that the summaries would result in redundant reporting. In light of the burden on the industry and the fact that other less burdensome means of obtaining this information exist, FMCSA will not require laboratories to submit annual summary reports.

Access to Facilities and Records (§ 382.405)

Comment. FMCSA previously required employers to make records of their DOT drug and alcohol testing programs available to certain officials with regulatory authority over the employers. FMCSA proposed to extend

that requirement to service agents as well. FMCSA also proposed to provide the NTSB access to a driver's record in the Clearinghouse when that driver is involved in a crash under investigation. One commenter misinterpreted this section to mean that FMCSA would disclose Clearinghouse information to officials with regulatory authority over employers and requested that FMCSA narrow the purposes for which these officials could request information. SAPAA said that C/TPAs were better able to comply with record requests than employers, as long as the employers provide C/TPAs with all of the relevant information. The NTSB requested that it be granted access to all information in the Člearinghouse that "may be pertinent to its investigative mission.

Response. Under 49 CFR 40.331(c), service agents are obligated to make drug and alcohol testing program records available to certain DOT officials as well as other officials with regulatory authority over employers. This final rule extends a requirement in § 382.405 that was previously limited to employers and now will include service agents as well. This change applies to records under the service agents' control and does not apply to information in the Clearinghouse. This change makes § 382.405 consistent with part 40.

Congress authorized FMCSA to grant the NTSB access to an individual's Clearinghouse record "if the individual is involved in an accident that is under investigation by the National Transportation Safety Board." 49 U.S.C. 31306a(i). Based on this statutory language, FMCSA believes that Congress intended to limit the NTSB's access to individual records to instances when that particular individual is involved in an accident under NTSB investigation. Accordingly, § 382.405 remains as proposed.

Medical Review Officer or C/TPA Record Retention for Controlled Substances (§ 382.409)

Comment. FMCSA proposed to amend § 382.409(c) to add the Clearinghouse to the list of entities to which an MRO or C/TPA may release a driver's drug test results. SAPAA and NYAPT stated their support for this change. SAPAA also suggested that the MRO be required to tell the driver that the MRO must report violations to the Clearinghouse and that the MRO be required to notify the driver's employer when a verified result is entered into the Clearinghouse. Driver IQ/CARCO and DOT Right Hunters suggested adding SAPs, the NTSB, and consumer reporting agencies to the list of entities

to which MROs are permitted to release drug tests. One commenter stated that § 382.409(c) is confusing and could be in conflict with §§ 40.163(g) and 40.293(g), which permit the release of test information to SAPs.

Response. In this final rule, in accordance with § 382.601, employers must notify drivers that drug and alcohol testing program violations will be reported to the Clearinghouse. As a result, it is not necessary for MROs also to provide this notification. In addition, MROs have been and will continue to be required to notify employers of violations, in accordance with § 382.407. Since the employer will be made aware of the violation directly by the MRO, there is no reason for the MRO to provide additional notification when the result is entered in the Clearinghouse.

The purpose of the changes to § 382.409(c) in this final rule is to include the Clearinghouse in the category of entities to which MROs and C/TPAs may report test results. FMCSA did not intend, and did not propose, to expand the list of entities that are entitled to obtain drug test results beyond the Clearinghouse. Moreover, § 382.409(c), as proposed, is consistent with the parallel provisions authorizing the release of drug and alcohol information under the DOT-wide drug and alcohol testing program. See 49 CFR 40.331. FMCSA is not aware that the substantive language of § 382.409 has caused any confusion over an MRO's authorization to provide drug and alcohol test information to SAPs.

Further, it is unnecessary to add any language to allow for release of information to SAPs. The DOT-wide program expressly authorizes MROs to release drug-related violation information about a driver to the driver's SAP without additional consent. 49 CFR 40.163(g); 40.327(b);

Finally, no statutory or regulatory authority permits the release of information to a consumer reporting agency without the driver's consent. To the contrary, such a release would be inconsistent with the fundamental privacy protections that parts 40 and 382 afford.

Notification to Employers of a Controlled Substances or Alcohol Testing Program Violation (§ 382.415)

Comment. FMCSA proposed to require drivers to notify all employers if they violate FMCSA's drug and alcohol testing regulations in 49 CFR part 40 or 382. Several commenters expressed general support for this provision. The Florida Trucking Association, SAPAA,

MROCC, AMRO and PTC asked how FMCSA would enforce this requirement. Commenters also asked about the time frame in which the driver would have to report this information to employers. A commenter requested additional information about how notification would be delivered and what would happen if an employer claimed not to have received notification. IBT said that a driver with only one employer should not have to report the violation to that employer.

Response. The purpose of this provision is to require a driver to notify his or her employers if he or she has a drug or alcohol violation while working for a different employer or in connection with pre-employment testing with a new prospective employer. The text of the regulation specifically states that this notification must be made in writing before the end of the business day following the day the employee received notice of the violation or prior to performing any safety-sensitive function, whichever comes first. FMCSA recognizes that there is some confusion about whether drivers with only one employer must provide this notification and whether drivers with multiple employers must notify the employer that administered the test. To clarify this requirement, FMCSA has amended this provision to state expressly that drivers are not required to notify the employer who administered the test. Drivers who violate this provision are subject to the civil penalties authorized by 49 U.S.C. 521(b)(2)(C), and criminal penalties authorized by section 521(b)(6), with civil penalties adjusted for inflation as provided in § 382.507. FMCSA may enforce this provision against drivers in connection with any type of enforcement activity that it is currently authorized to conduct, including roadside inspections and compliance

Comment. SAPAA stated that it is possible for a C/TPA to represent several employers all of which employ the same driver. The commenter asked whether, when the driver has a violation with one employer, a C/TPA could notify the other employers it also represents.

Response. A service agent is prohibited from releasing information about a driver's violations to other employers that the C/TPA represents without the driver's specific consent. See 49 CFR 40.351(c). For purposes of FMCSA's drug and alcohol program, specific consent means a statement signed by the employee that he or she agrees to the release of a particular piece of information to an explicitly identified

person or organization at a particular time. *Id.* The employee may not grant a "blanket release," in which he or she agrees to a release of a category of information (*e.g.*, all test results) or to release information to a category of parties (*e.g.*, other employers who are members of a C/TPA or companies to which the employee may apply for employment).

Comment. One commenter observed that the NPRM stated that each employer must separately follow the return-to-duty requirements and asked whether a driver with multiple employers is required to have multiple SAP evaluations and follow-up testing plans.

Response. FMCSA apologizes for any confusion it may have caused in the NPRM. A driver with a drug or alcohol violation must complete the return-to-duty process. Each employer must be sure that the driver has completed those requirements before it allows the driver to resume safety-sensitive functions. But the driver need not complete multiple evaluations and testing plans simply because he or she has multiple employers.

Employer Obligation To Promulgate a Policy on the Misuse of Alcohol and Use of Controlled Substance (§ 382.601)

Comment. Existing regulations require employers to provide employees with educational materials about the FMCSA's drug and alcohol testing program requirements and the employer's policies for implementing those requirements. See § 382.601. FMCSA proposed to require that employers include notice in the educational materials that violations of FMCSA's drug and alcohol testing program would be reported to the Clearinghouse. A commenter suggested requiring employers to reference § 382.405, which governs access to driver records, in the employer's educational materials. The American Bus Association (ABA) objected to the burden it places on small and large passenger carriers to provide additional educational materials. The IBT suggested that employers be required to provide information to employees about virtually all aspects of how employers and employees can use the Clearinghouse. The commenter also suggested that employers make clear that a driver's self-report of the need for assistance with substance abuse in accordance with § 382.121 would not be reported to the Clearinghouse.

Response. The purpose of this change is to require employers, as a part of their educational materials, to notify drivers that drug and alcohol test information

will be reported to the Clearinghouse. As a part of implementing this rule, FMCSA will conduct driver outreach to help drivers understand their rights and responsibilities. Because FMCSA is cognizant of the burdens changes to mandated materials place on employers, the changes to § 382.601 in this final rule are limited to updating the requirements in that section to include the Clearinghouse. Sections 382.121 and 382.405 have been in existence for a number of years; we are unaware of any problem associated with employerprovided educational materials that requires additional regulatory intervention at this time.

Drug and Alcohol Clearinghouse (§ 382.701)

FMCSA proposed to require employers to conduct pre-employment and annual queries of the Clearinghouse.

Pre-Employment Investigations Under §§ 40.25, 382.413, and 391.23

Comment. ATA, Cahill-Swift, Driver IQ/CARCO, C.R. England, Boeing, NPTC, MROCC, AMRO, PTC, J.B. Hunt, and an individual commenter asked whether employers would have to do a background investigation on prospective employees' drug and alcohol testing history in accordance with §§ 40.25, 382.413, and 391.23 if the employer conducted a pre-employment query of the Clearinghouse. Many of these commenters observed that it would be redundant to complete a background investigation and also query the Clearinghouse. Accordingly, they suggested that FMCSA either eliminate the background investigation requirement or, alternatively, provide an exemption.

Response. FMCSA agrees that it would be redundant for employers to request information on an employee's drug and alcohol testing history and query the Clearinghouse. Under current regulations, employers are required to determine whether a prospective employee violated FMCSA's drug and alcohol testing program during the preceding 3 years and, if so, whether he or she has completed the return-to-duty process. In this final rule, FMCSA eliminates the requirement that employers both query the Clearinghouse and conduct a drug and alcohol history background investigation, with limited exceptions as discussed below.

Employers will be required to query the Clearinghouse and request drug and alcohol testing histories from previous employers until the Clearinghouse has been in operation for at least 3 years. After 3 years, employers subject to part 382 will no longer be required to request drug and alcohol testing histories from previous employers, except in the following situations. When an employer relies on the § 382.301(b) exception to the pre-employment testing requirement, the employer must meet all of the requirements, including verifying that the driver participated in the controlled substances testing specified in § 382.301(b)(2)(i) and (ii) and had no recorded violations of another DOT agency's controlled substances use rule within the previous 6 months.

In addition, for drivers subject to follow-up testing, an employer must request the follow-up testing plan from the previous employer if the driver's Clearinghouse record does not indicate that he/she successfully completed follow-up testing. Employers are required to obtain an employee's ongoing follow-up testing plan pursuant to § 40.25(b)(5). As discussed below, the duration of the follow-up testing and the number and type of follow-up tests prescribed by the SAP will not be reported to the Clearinghouse. Therefore employers will continue to be required to request this information directly from the previous employer. The need to request the follow-up testing plan will be apparent when the driver's Clearinghouse record indicates that he/ she successfully completed the returnto-duty process, but there is no report, required under § 382.705(b)(1)(v), that the driver completed all follow-up tests as prescribed by the SAP. In cases where a driver who is subject to followup testing is not currently employed, the gaining employer may obtain the driver's follow-up testing plan from the SAP, whose contact information will be available in the Clearinghouse.

Finally, if a prospective employee was subject to drug and alcohol testing with a DOT mode other than FMCSA, employers must continue to request background information from those DOT-regulated employers, who are not subject to the Clearinghouse reporting requirements. The Clearinghouse therefore will not contain any non-FMCSA drug and alcohol information. FMCSA revised §§ 382.413 and 391.23 to implement these changes. These revisions will make clear that an employer that queries the Clearinghouse has satisfied the background investigation requirements of § 40.25(b), subject to the exceptions described above.

Frequency of Queries Permitted

Comment. ATA, FE, Cahill-Swift, J.B. Hunt, and Driver IQ/CARCO asked whether employers would be limited to

just one query per employee per year and suggested that they should be able to query the database more frequently.

Response. Nothing in the rule prohibits employers from conducting queries on drivers more than once per year. The annual query requirement, which can be met by conducting either a full or limited query, merely sets the minimum frequency for conducting queries. FMCSA made minor changes to § 382.701(b) to make this clear.

Employers may conduct more frequent queries so long as they obtain employee consent in accordance with § 382.703. FMCSA envisions that employers would obtain one general consent to conduct a limited query (or queries) from drivers at the time they are hired. Employers should ensure that the general consent to query does not restrict them to one query per year if they intend to conduct limited queries on a more frequent basis.

## Burden of Annual Queries

Comment. Boeing, ABA, and a number of other commenters said that the annual query requirement is unnecessary and burdensome. Boeing added that the time and resources associated with the annual query would be burdensome, especially for large employers.

Response. FMCSA disagrees that the annual query requirement is unnecessary or overly burdensome. The number of commenters interested in conducting queries more often than once a year points to the opposite conclusion: That employers believe Clearinghouse queries will be a useful tool for identifying problem employees. The purpose of this requirement is to ensure that drivers who commit a drug or alcohol violation while working for another employer or attempting to find work with another employer do not continue performing safety-sensitive functions without complying with the return-to-duty process. Without the annual query, employers have no way of knowing about violations with other employers that render a driver ineligible to drive. FMCSA envisions that employers would obtain one general consent to query from drivers at the time they are hired in order to conduct these annual or more frequent limited queries, reducing the burden on employers to obtain such consent on a yearly basis. As noted above, employers also have the option of conducting a full query in order to satisfy the annual query requirement; in such cases, specific consent must first be obtained from the driver.

Employer Alert of Positive Test Result

Comment. FMCSA proposed that an employer would be notified if new information about a driver is entered into the Clearinghouse within 7 days of an employer conducting a query. One commenter stated that the 7-day time period is too short. SAPAA, MROCC, AMRO and PTC, and several trucking associations requested that FMCSA extend the time from 7 days to 30 days to take into account hiring delays and the time it takes to process preemployment drug tests.

Response. FMCSA believes that these comments have merit and, as a result, includes a 30-day notification period in this final rule. FMCSA interprets the statutory mandate that the Agency provide notification to an employer within 7 days as a minimum, not a maximum time period. This interpretation is consistent with the purposes of the Clearinghouse: To improve compliance and enhance safety. See 49 U.S.C. 31306a(a)(2). As the commenters observe, it could take more than 7 days after a drug test for a violation to be processed, verified, and entered into the Clearinghouse. This means that a driver submitting applications to more than one employer could have a positive pre-employment drug test without other employers' knowledge. By extending the notification period, employers are more likely to get the necessary information to determine whether a driver is in compliance with FMCSA's drug and alcohol testing program. Accordingly, FMCSA extends the notification period for employers to 30 days.

## Full Query in Lieu of Limited Query

Comment. FMCSA proposed that the annual query requirement would be satisfied by conducting a limited query to determine whether any information about a particular driver existed in the Clearinghouse. If the limited query shows that information exists, the employer would be required to obtain consent to conduct a full query to gain access to the information. Schneider, the CCTA, and another commenter objected to conducting a limited query in advance of a full query and requested that the regulation provide for only full queries.

Response. An employer that conducts a limited query will receive a response that says that information either exists or does not exist in the Clearinghouse. If the response indicates that there is information, the employer must obtain specific consent from the driver to conduct a full query that releases the content of that information. Nothing

prevents an employer from obtaining specific consent to conduct a full query each year. But to ease the burden associated with obtaining annual consent, FMCSA offers employers the option of doing a limited query, which may be conducted with a multi-year consent to query.

Comment. A commenter asked what kind of information would trigger a full

Response. If a limited query returns a response indicating that any information about that driver exists in the Clearinghouse, the employer must conduct a full query to find out whether the information shows that the driver is eligible to perform safety-sensitive functions.

### Annual Queries—Miscellaneous

Comment. One commenter expressed support for the annual query requirement. Two commenters asked whether they would be able to conduct annual queries of all employees in a batch.

Response. Nothing in this rule would foreclose the possibility of batch-processing annual queries. Details on Clearinghouse functionality will be addressed during the design and development process. FMCSA will provide information to stakeholders on that functionality closer to the Clearinghouse compliance date.

Comment. A commenter asked whether the annual query could be conducted at the same time as other required annual checks.

Response. Nothing in the rule mandates when the annual checks be conducted except that they occur at least once per year. Employers are free to choose the time of year that best suits their operational needs. FMCSA anticipates that many employers will choose to conduct Clearinghouse queries at the same time they conduct other required annual verifications, but that decision is left entirely to the employer.

Comment. An individual wanted to know, in the event of multiple employers, which employer would be responsible for querying the Clearinghouse. CCTA asked if owneroperators are required to query themselves.

Response. Anyone who employs a driver, regardless of whether that driver has other employers, must query the Clearinghouse in accordance with § 382.701. This includes owner-operators who, as both employers and employees, are subject to *all* provisions of FMCSA's drug and alcohol regulations. See 49 CFR 382.103(b). A driver who owns a company, regardless

of whether it has one or many drivers, must comply with all employer and employee Clearinghouse requirements.

Comment. Another commenter asked what FMCSA hopes to achieve through the annual query. The same commenter wanted to know what an employer is supposed to do if an annual query returns results showing that a driver violated FMCSA's drug and alcohol testing program with another employer.

Response. The goal of the annual query, which is mandated by Congress (see 49 U.S.C. 31306a(f)(4)), is to make employers aware of drug and alcohol violations a driver may have incurred while working for another employer or in connection with pre-employment testing with a prospective employer. If the annual search shows a drug or alcohol violation, the employer would be prohibited from allowing a driver to perform safety-sensitive functions until the driver complied with the return-to-duty requirements.

Comment. MROCC, AMRO and PTC asked about the time frame for an employer to conduct a full query after a limited query indicates that there is information about a particular driver in the Clearinghouse.

Response. When a limited query shows that there is information in the Clearinghouse about a particular driver, the employer making the query (or service agent making it on the employer's behalf) must conduct a full query within 24 hours. If the full query is not conducted within 24 hours, the driver in question is prohibited from performing safety-sensitive functions. The driver may resume safety-sensitive functions once a full query is conducted so long as it shows that the driver is not prohibited from performing those functions. FMCSA amended § 382.701(b) to make this requirement clear.

Driver Consent To Permit Access to Information in the Clearinghouse (§ 382.703)

FMCSA proposed that employers may not query the Clearinghouse without the affected driver's consent.

### Consent Required

Comment. Several commenters suggested that FMCSA allow employers to query the Clearinghouse at will without driver consent.

Response. In authorizing FMCSA to establish the Clearinghouse, Congress specifically required that a driver grant consent before the Clearinghouse releases information in a driver's Clearinghouse record. 49 U.S.C. 31306a(h)(1). The Agency therefore has no discretion to permit employers to

query the Clearinghouse without the driver's consent and accordingly, § 382.703, prohibits employers from conducting either limited or full queries without obtaining the driver's consent. The issue of driver consent is addressed more fully below.

### **Electronic Consent**

Comment. Schneider, WPCI, C.R. England, ATA and DrugPak, LLC (DrugPak) recommended that FMCSA allow the use of electronic signatures for driver consent.

Response. FMCSA anticipates that, for the full query, drivers will provide electronic consent through the Clearinghouse, as noted below. The Agency intends to include this functionality in the design of the Clearinghouse system. For limited queries, drivers and employers will have the option of using either paper or electronic methods to create and maintain documentation of driver consent. You may access FMCSA's guidance on how to create and maintain electronic signatures at "Regulatory Guidance Concerning Electronic Signatures and Documents," 76 FR 411 (Jan. 4, 2011).

## "Blanket" Consent Forms

Comment. Several commenters suggested that employers should obtain driver consent to query the Clearinghouse as a part of the driver's employment application. Cahill-Swift, Driver IQ/CARCO, J.B. Hunt, ABA and Schneider recommended blanket consents for both full and limited queries for as long as the driver is employed with that employer. Foley, C.R. England, MRROC, AMRO and PTC also expressed support for blanket consents for limited queries. Commenters suggested that limited consent be combined with the driver employment application or preemployment screening program (PSP) consent, while another suggested that it should be solicited during the driver's annual review. SAPAA suggested that consent forms be valid for 3 years.

Response. Under existing regulations, employees may not grant blanket consent to release drug and alcohol testing program information. 49 CFR 40.321. Accordingly, FMCSA does not permit employees to grant blanket consent to conduct annual Clearinghouse queries. But nothing in this final rule prevents an employer from obtaining general consent for limited queries because limited queries do not release driver information. Employers and employees are free to work out the details for obtaining general consent for limited queries, such

as when the consent is originally obtained, for how long it is effective, and whether is it is combined with other consent forms.

### Standard Consent Form

Comment. One commenter suggested that FMCSA establish a standard consent form so that employees know what information they are consenting to release with each type of query. OOIDA suggested that FMCSA prescribe the exact language for the consent form, including details about the type of consent given and the driver's rights under Clearinghouse rules. OOIDA also suggested that consent forms have time limits, the full and limited query consent forms should be separate, and drivers should receive a copy of each form he or she signs.

Response. To preserve the maximum flexibility for employers and employees, FMCSA does not provide a standard consent form in this final rule. However, we will provide a sample consent form on the Clearinghouse Web site that employers may use or adapt. With respect to limited queries, employers and employees are free to structure the consent in the way that permits the most efficient use of their resources. For example, it may be combined with other documents and consents or it could be a stand-alone document. It could be subject to renewal each year, or be effective for the duration of employment. It could be limited to one query per year, or permit an unlimited number of queries. Employers are required to keep records of this consent for a minimum of 3 years after the last query and compliance with this requirement is subject to audit. Nothing prohibits employers from providing employees a copy of their consent.

FMCSA will not, however, compel employers to include detailed information about the Clearinghouse or an individual's rights on the consent form.

The Agency intends that consent for full queries will be managed electronically through the Clearinghouse. FMCSA envisions that an employer will make an electronic request for records through the Clearinghouse and, once FMCSA receives electronic confirmation of consent from the driver, records, if they exist, would be released to the requesting employer. Employers would not be required to obtain or keep any other written forms of consent for full queries. The Clearinghouse will provide notice to the driver each time his or her information is released in connection with a full query. In addition, a driver will be given the option to receive

electronic notification each time someone conducts a limited query on that driver. The driver will be given the opportunity to provide electronic contact information when he or she registers with the Clearinghouse.

Consent for Service Agents To Query the Clearinghouse

Comment. First Advantage and CCTA suggested that service agents should be able to query the Clearinghouse on behalf of an employer.

Response. Employers may designate service agents to query the Clearinghouse on their behalf. Service agents accessing the Clearinghouse must be authorized by the employer and registered in accordance with § 382.711.

FMCSA Verification of Employee Consent

Comment. Two commenters wanted to know how FMCSA would verify driver consent for a full query.

Response. The driver would log into the Clearinghouse and authorize the release of his or her records to a particular employer. The driver would have to establish log-in credentials when registering with the Clearinghouse in order to verify his or her identity.

Reporting to the Clearinghouse (§ 382.705)

FMCSA proposed to require employers, MROs, and SAPs to report information about violations of FMCSA's drug and alcohol testing program to the Clearinghouse. Section 382.705 identified and assigned responsibility for these reporting requirements.

## Harassment or Coercion

Comment. OOIDA stated that it was concerned that a motor carrier could misuse its role in the reporting process to coerce, harass, or retaliate against drivers.

Response. In response to concerns about employers submitting false allegations to the Clearinghouse in order to coerce, harass, or retaliate against drivers, FMCSA has established new requirements for reports of violations based on an employer's actual knowledge or on a driver's failure to appear for a test. These new requirements, codified in new § 382.705(b)(3) and (5), call for the employer to document the violation contemporaneously and/or to submit supporting information, under penalty of perjury, about the violation to the Clearinghouse. For more information on these procedures and the consequences for false reporting, see the discussion of § 382.705(b)(3) and (5) below. In

addition, drivers who believe that inaccurate information about them has been entered into the Clearinghouse may request correction of their record in accordance with § 382.717 or DOT's Privacy Act procedures (49 CFR part 10, subpart E) (See also discussion of the Privacy Act elsewhere in this preamble.)

## **Inaccurate Reporting**

Comment. A number of commenters were concerned about how the reporting of inaccurate information to the Clearinghouse would affect drivers. OOIDA urged that every requirement be carefully considered to maximize accuracy and eliminate room for error. Another commenter recommended that no SAP reports or return-to-duty information should be reported to the Clearinghouse because there is a risk of inaccurate reporting.

Response. Minimizing the risk for error was an important consideration for the Agency while developing this rule. Entries to the Clearinghouse will be made electronically using pre-defined data fields to minimize incorrect entries. Anyone reporting information will not be able to make an entry without including all required information. In addition, each time an entry is made to a driver's record, that driver will be notified in accordance with § 382.707. In the event of an incorrect entry, drivers will be able to request corrections in accordance with the procedures in § 382.717.

# Cancelled or Changed Tests

Comment. SAPAA asked what happens when a test is cancelled. Two commenters recommended that cancelled tests should be deleted and not kept for any purposes. Cahill-Swift asked whether a record is immediately expunged from the Clearinghouse when an MRO changes a reported positive or refuel.

Response. In accordance with part 40, a cancelled test may not be considered positive or used as a basis for prohibiting a driver from performing safety-sensitive functions or requiring the driver to complete the return-to-duty process. 49 CFR 40.207, 40.267. Accordingly, no cancelled test should be reported to the Clearinghouse. In the event an MRO cancels a test that he or she previously reported to the Clearinghouse, that MRO must report that change to the Clearinghouse within 1 business day (§ 382.705(a)(3)). FMCSA would then remove that test from the Clearinghouse. FMCSA would not, however, remove the information from its archives. Although this information would not be accessible to employers, it is important that FMCSA retain a record

of all cancelled tests for auditing and enforcement purposes. If an MRO fails to report the cancelled test within the required time frame, the employee can submit a request for removal through the Clearinghouse data correction procedures in § 382.717.

## Redundant Reporting Responsibilities

Comment. C.R. England, Greyhound Lines Inc. (Greyhound), OOIDA, CCTA and other commenters said that the proposed reporting requirements were redundant because different entities—for example, employers and MROs—were responsible for reporting the same information. These commenters requested less duplicative and burdensome requirements. One of the commenters suggested using chain of custody or other numbers to track specimens and prevent duplicate reporting of positive test results from different sources.

Response. FMCSA did not intend to include any redundant reporting requirements in the proposed rule. We believe that several commenters were confused because § 382.705 requires both employers and MROs to report refusals. FMCSA intended, however, for MROs to report only those refusals related to the portion of the testing process in which they are involved, as identified in § 40.191. Similarly, FMCSA intended for employers to report all other refusals identified in § 40.191. In other words, § 382.705 requires employers and MROs to report different kinds of refusals with no overlapping responsibilities.

To clarify that MROs and employers have mutually exclusive reporting requirements, this final rule distinguishes between those paragraphs of 49 CFR 40.191 that implicate MRO reporting and those that implicate employer reporting. The final rule now states that employers are required to report refusals to take drug tests pursuant to § 40.191(a)(1)–(4), (a)(6), (a)(8)–(10), or (d)(1) and to report situations in which the employee admits to the collector that he or she adulterated or substituted the specimen in accordance with § 40.191(a)(11). MROs, on the other hand, are required to report refusals that are determined pursuant to § 40.191(a)(5), (a)(7), (b), and (d)(2). MROs are also required to report refusals when the employee admits to the MRO that he or she adulterated or substituted the specimen in accordance with § 40.191(a)(11).

Additionally, we note that MROs and employers do not have overlapping reporting responsibilities related to positive test results. Consequently, duplicate reporting, in which the same test result is reported to the Clearinghouse by different sources, will not occur. However, to the extent that duplicate test results are inadvertently reported to the Clearinghouse by the same source as a result of administrative error, drivers may request that duplicate reports be removed through the data correction procedures established under § 382.717.

## Who Should Report Information

Comment. Several commenters said that only employers should enter information to alleviate burdens on service agents and to promote accuracy. OOIDA suggested alternative regulatory text that would make employers responsible for reporting all refusals to test. Several commenters supported having MROs, not employers, report positive test information to eliminate opportunities for employers to report inaccurate information, both inadvertently and intentionally. One commenter supported having SAPs enter SAP information to ensure accurate data is entered. Commenters also suggested having blood alcohol technicians or screening test technicians instead of employers enter alcohol test results, also to improve accuracy. Other commenters stated that employers, MROs, and SAPs should be able to allow third parties or assistants to enter information into the Clearinghouse to alleviate their reporting burdens. Greyhound and another commenter supported having each party enter information related to their immediate firsthand knowledge as a way of ensuring checks and balances in the reporting process. Two commenters supported having MROs report positive test results because they believe some employers would choose not to report the positive tests so that their employees could continue driving. A number of commenters suggested that SDLAs report information on citations for DUI while driving a CMV. Other commenters expressed concern about the conflict of interest owner-operators have in selfreporting their own drug and alcohol violations.

Response. FMCSA considered permitting only employers to input information into the Clearinghouse and determined that the better option is to have service agents enter their own information. This minimizes the risk of error by preventing the information from passing through multiple hands before reporting and holds each actor responsible for the integrity of his or her own reportable information. Furthermore, consolidating reporting authority into the hands of employers could make it easier for unscrupulous

employers to misuse their reporting role either to coerce drivers or help them evade the consequences of receiving a positive test.

Nothing in the final rule prohibits an MRO or SAP from allowing authorized staff to enter information into the Clearinghouse. The MRO or SAP remains responsible, however, for the accuracy of any information entered by staff on their behalf.

The rule does not require SDLAs to report DUI citations to the Clearinghouse. FMCSA believes that some of the commenters misunderstood the requirement to report that an individual was cited for a DUI while driving a CMV. The rule proposed that it would be the employer's responsibility to report a violation of §§ 382.205, 382.207, or 382.213 that is based on the employer's actual knowledge of a citation for DUI while driving a CMV. The Clearinghouse was never intended to be a repository for all citations for DUI while driving a CMV. In accordance with § 382.107, it will only contain those citations that an employer uses to substantiate actual knowledge that an employee violated FMCSA's drug and alcohol program.

In this final rule, FMCSA will require employers to report and substantiate all violations of § 382.205, § 382.207, or § 382.213 based on the employer's actual knowledge of the circumstances. We discuss these provisions in more detail below.

In addition, this final rule mandates that any owner-operator, regardless of whether he or she operates solo or has other driver-employees, must use a C/ TPA to comply with the employer reporting requirements established in this rule. FMCSA implements this requirement in response to commenters' concerns about the conflict of interest owner-operators have in self-reporting their own drug and alcohol violations. The Agency does not believe that this will cause any increased costs or burdens on owner-operators. In the case of owner-operators who employ only themselves, they are already required to participate in a testing pool managed by a C/TPA. See § 382.103(b). Similarly, FMCSA's experience has shown that most owner-operators with other employees tend to be very small motor carriers that find it more convenient to use C/TPAs to manage their drug and alcohol programs. Accordingly, adding the reporting function to the C/TPA's duties should not create new burdens; to the contrary, consolidating all reporting into the C/TPA's hands should achieve efficiencies.

Employers and Drivers Regulated by More Than One Mode

Comment. Two commenters stated that some drivers work for companies that are regulated by more than one mode and suggested that results of a test conducted under the authority of another mode be reported to the Clearinghouse.

Response. In accordance with Congress's mandate in MAP–21, this final rule applies to part 382 drug and alcohol violations only. See 49 U.S.C. 31306a(a)(3). FMCSA does not have the authority to require employers to report other modes' drug and alcohol violations to the Clearinghouse.

Reporting Truthfully and Accurately

Comment. FMCSA proposed that every person or entity with access to the Clearinghouse be required to report truthfully and accurately, and expressly prohibited them from knowingly reporting false or inaccurate information. OOIDA suggested that FMCSA remove the term "knowingly" from this requirement.

Response. FMCSA proposed using the term "knowingly" because the Agency does not intend to impose sanctions on inadvertent errors. That said, the Agency recognizes the serious consequences drivers could face as a result of parties who report inaccurate information. Accordingly, the Agency expanded the prohibition to provide sanctions when a person reports information he or she knows or should know is false or inaccurate. This holds those reporting information to the Clearinghouse to a higher standard of accountability.

## Reporting Follow-Up Tests

Comment. Driver Check asked whether employers are required to report negative as well as positive follow-up tests. OOIDA suggested that the number of follow-up tests be reported to the Clearinghouse. SAPAA suggested that employers report aftercare information during the follow-up period.

Response. Although employers must report negative return-to-duty tests, they are not required to report negative follow-up tests. The reason for the distinction between the two is because reporting a negative return-to-duty test changes a driver's status from prohibited to eligible to perform safety-sensitive functions. A negative follow-up test does not cause a change in the driver's status until the employer reports successful completion of all follow-up tests. Employers and MROs must, however, report positive return-

to-duty and follow-up tests just as they would for any other positive test. In addition, employers will report to the Clearinghouse that a driver has completed the return-to-duty process when he or she has successfully completed all required follow-up tests.

FMCSA does not believe that reporting aftercare information is appropriate at this time. The purpose of the Clearinghouse is to be a tool for employers to use to determine whether an employee or prospective employee is prohibited from performing a safety-sensitive function. While the details of aftercare are relevant to the driver's return-to-duty process, they do not, in and of themselves, indicate whether a driver is prohibited from driving.

### Time Allowed for Reporting

Comment. FMCSA proposed to require MROs, employers, C/TPAs, and SAPs to report to the Clearinghouse within 1 day of the event triggering a reporting requirement. Many commenters said that this did not allow enough time. DrugPak said that this requirement was not consistent with FMCSA's statutory authority, which simply required "timely" reporting. WPCI said that the rule should have a more specific time frame such as 24 hours. Yet another commenter requested that the reporting period be extended to 2 days. A commenter said that there are no time limits applicable to C/TPAs and requested that FMCSA change the rule to include them. Several commenters suggested that SAPs have up to 72 hours to report information. A different commenter suggested that SAPs have 5 days to report information.

Response. After consideration of these comments, FMCSA changed the proposed provisions so that this final rule requires MROs to report within 2 days of verifying a drug test. FMCSA makes this change to allow MROs a little more time to comply with their reporting requirements. The 2-day time frame is consistent with current MRO requirements for transmitting a report of a verified test to the employer within 2 days of verification. See 49 CFR 40.167(c).

There is no comparable reporting period in part 40 for employers or SAPs, however. FMCSA appreciates the commenters' concerns about the short period of time required for reporting, but must also balance this requirement against the public safety interest in timely reporting and the driver's interest in returning to work as soon as he or she is eligible. Accordingly, this final rule requires SAPs to complete their reporting requirements by the close of

the business day after the event that triggered their reporting responsibility.

For employers, the reporting period has been extended to the end of the third business day following the event triggering the violation. This change was made to reflect the fact that, in the case of a violation substantiated by an employer's actual knowledge of drug or alcohol use, or in the case of an employer's report of a driver's failure to appear for a test, new reporting requirements apply. The final rule affords more time for employers to report violations because employers are now required to generate or gather documents in order to substantiate these types of reports. These reporting requirements are discussed in further detail below. In order to maintain a uniform reporting period applicable to employer reports, the reporting period in this rule applies to all reports made by employers, not just those requiring additional documentation.

We also note these reporting periods establish the maximum amount of time in which MROs, SAPs and employers can submit their reports to the Clearinghouse. Nothing in this rule prohibits the submission of reports at an earlier point within the reporting window.

C/TPAs who report information to the Clearinghouse stand in the shoes of the employer, when they are designated to take on that responsibility. Accordingly, any time frame applicable to an employer is equally applicable to the C/TPA acting on the employer's behalf.

Reporting Actual Knowledge of Drug or Alcohol Use

Comment. FMCSA's proposal to require employers to report violations based on their actual knowledge of an employee's drug or alcohol use only when substantiated by a citation for DUI in a CMV is narrower than the scope of actual knowledge violations defined in § 382.107. Twenty-three commenters objected to this limitation and recommended that FMCSA require employers to report all violations based on actual knowledge, as defined in § 382.107. They stated that limited reporting would leave the Clearinghouse incomplete and would be inconsistent with Congress's mandate in MAP-21 that all violations of the Agency's drug and alcohol program be reported to the Clearinghouse. Commenters also said that FMCSA's concerns about inadequate documentation for violations based on actual knowledge were inconsistent with existing regulations that require employers to report these types of violations in accordance with

pre-employment background investigations.

Several commenters supported the proposal and said that reports to the Clearinghouse should not be based on undocumented information that could be used to coerce drivers. One of these commenters, OOIDA, said that employers should order a reasonable suspicion test when they have actual knowledge of a violation, but opposed permitting "unverified" actual knowledge violations to be reported to the Clearinghouse.

One commenter stated that no DUI information should be available.

Response. After considering the comments on this issue, FMCSA agrees that it is appropriate to include all actual knowledge violations of part 382 in the Clearinghouse. By including such violations, employers will be able to query the Clearinghouse to obtain a complete picture of a driver's drug and alcohol violations history. This change also allows employers to use a Clearinghouse query to satisfy the drug and alcohol background investigation requirements in §§ 382.413 and 391.23, as discussed above. We note that neither DOT nor non-DOT tests are included in the scope of reportable actual knowledge violations.

Any violation based on an employer's actual knowledge of a driver's drug or alcohol use requires detailed, contemporaneous documentation in the Clearinghouse. Employers are required to report the details of the violation and upload evidence documenting the violation by the end of the third business day following the triggering event. Employers must report the date of the violation, a detailed description of the event, including the approximate time the violation occurred, and the names and contact information for any corroborating witness. Employers must also provide evidence to support each fact alleged in its description of the violation. In the absence of any tangible written, video, or audio evidence, the employer must attest to each fact alleged in an affidavit. Finally, the employer must verify that it provided all of the evidence supporting the violation to the

The Agency intends, during the implementation phase, to build technology into the Clearinghouse that allows an employer to report an actual knowledge violation *only* if the employer attests that the report contains the required evidentiary support, as described above, and that the employer has provided a copy of the report to the employee. In the event that an employer falsely certifies that either of those requirements for submission of the

report have been met, the employee may request that the information be removed from the Clearinghouse under new § 382.717(a)(2)(ii). Additionally, the employer would be subject to criminal and civil penalties as discussed below.

Reporting an actual knowledge violation to the Clearinghouse will have the effect of prohibiting a driver from engaging in his or her occupation; however, it typically is not accompanied by the type of paperwork or documentation that accompanies a test result. Given the severity of the consequences for the employee, we do not believe that an employer should be able to report an actual knowledge violation without evidence substantiating each allegation. Accordingly, these requirements create objective standards for documenting actual knowledge violations and hold employers accountable for what they report to the Clearinghouse.

In addition, as a part of the system design and implementation process, FMCSA intends to build functionality into the Clearinghouse that requires the person submitting information to state that it is true and correct and that will warn the user that the submission of false or misleading information is subject to civil and criminal penalties under § 382.507. These requirements are implemented to address concerns about coercion and harassment. They are designed to ensure that no employer reports any violation based on actual knowledge without providing evidence to support the violation. Moreover, no employer will be able to report any violation based on actual knowledge after the window for reporting has closed, eliminating the possibility for after-the-fact harassment or coercion.

Although a full query will alert an employer or prospective employer when a driver has a prohibition based on an employer's actual knowledge, the Clearinghouse will not release the details of that violation to anyone other than the driver. The circumstances of the violation have no bearing on whether the employee is eligible to perform safety-sensitive functions. All that is relevant is whether the driver is prohibited from performing safety-sensitive functions.

The Agency believes that this reporting requirement does not impose an additional cost burden on employers because a prudent employer would compile such documentation to support the termination or transfer of an employee to a non-safety-sensitive function, pending the driver's completion of the return-to-duty process.

Reporting Refusals To Test

Comment. OOIDA expressed concern regarding a situation that exists under the current drug and alcohol testing program, in which a false allegation of a driver's refusal to test may be made by the motor carrier as a means of harassing, coercing, or retaliating against the driver. OOIDA cited a specific example in which an employer reported a test refusal for a driver who was no longer in the motor carrier's employ at the time of the alleged refusal. Among other things, OOIDA recommended that FMCSA require the employer to provide supporting documents to prevent the motor carrier's submission of false or inaccurate reports of driver refusals, and to provide for the timely removal of such reports if they do occur.

Response. The Agency understands the serious consequences to a driver whenever any violation is reported to the Clearinghouse. Consequently, it is incumbent upon FMCSA to ensure, to the extent feasible, that employers do not report violations to the Clearinghouse that are false or inaccurate, and that employers who do so will be subject to appropriate sanctions. FMCSA notes, however, that we have no basis on which to anticipate that widespread fraud by employers subject to the Clearinghouse reporting requirements will occur. On the other hand, we acknowledge that unscrupulous employers could, as the commenter described, attempt to use the Clearinghouse for purposes of coercion or harassment when reporting a test refusal.

Accordingly, we are adding new documentation requirements related to the reporting, by an employer, or a C/ TPA acting as the employer's service agent, of a driver's failure to appear for an alcohol or drug test. Under 49 CFR 40.261(a)(1) and 49 CFR 40.191(a)(1), failure to appear at a testing site after being directed to do so by an employer constitutes a refusal. In submitting such reports to the Clearinghouse under § 382.705(b)(3), an employer must provide documentation, such as a contemporaneous record or an affidavit, of the time and date that the driver was notified to appear at a testing site, as well as the time and date the driver was directed to appear; documentation, such as electronic mail or an affidavit, of the date the employee was terminated or resigned (if applicable); and documentation, such as a certificate of service or other evidence, showing the employer provided the driver with all the information reported under this paragraph. C/TPAs who report "failure

to appear" refusals by self-employed drivers pursuant to § 382.705(b)(6) would be required to document, by affidavit or other means, that they were designated as the service agent for that employer at the time the "failure to appear" refusal occurred. The Agency envisions that employers, or C/TPAs acting as their service agents, could rely on a single affidavit to fulfill these documentation requirements, as long as all the required information is included. Further, we presume that the documentation of test notifications, a driver's employment status, or the existence of a valid business relationship between self-employed drivers and C/TPAs, are records reasonably kept in the ordinary course of business and would not need to be created solely to comply with these reporting requirements.

The NPRM proposed, under § 382.705(b)(1), that employers report test refusals to the Clearinghouse by the close of the business day following the date on which they obtained the information. In recognition of the fact that additional time may be needed to comply with these new documentation requirements for "failure to appear" refusals, in this rule we extend the reporting period for all test refusals to the close of the third business day following the date on which the violation information was obtained. Further, we note that the 3-year implementation period for this rule will afford employers ample opportunity to make any necessary adjustments to their record keeping systems in order to comply with these requirements.

Similar to the reporting requirements for actual knowledge violations, FMCSA intends that the Clearinghouse functionality will allow "failure to appear" refusals to be reported only if the employer certifies that the report contains the required documentation, as described above, and a copy of the documentation has been provided to the employee. As noted above, FMCSA also intends that the Clearinghouse functionality will require the person submitting information to state that it is true and correct and will warn the user that the submission of false or misleading information is subject to civil and criminal penalties under § 382.507. These requirements are implemented to address concerns about coercion and harassment.

Finally, in the event that an employer falsely certifies either that the required documentation has been provided, or that the employee has received a copy of the documentation, the employee may request that FMCSA remove the

report from the Clearinghouse pursuant to new § 382.717(a)(2)(iii).

Reporting Return-to-Duty Test Eligibility

Comment. FMCSA proposed to require SAPs to report the date they determined that a driver successfully completed the education and/or treatment process as defined in 49 CFR part 40, subpart O, and was eligible for return-to-duty testing under part 382. A commenter said that the language referencing eligibility for testing was unnecessary and that employers could confuse it with a statement of fitness-for-duty determination. The commenter suggested limiting the SAP's determination to successful compliance with the SAP's recommendation.

Response. Section 382.705(d)(1)(iv), as proposed, accurately reflects the state of the law: Once a SAP determines that a driver has successfully completed the education and/or treatment process as defined in subpart O, the driver is eligible to take a return-to-duty test. See 49 CFR 40.305. FMCSA is unaware that employers have been confusing eligibility to take the return-to-duty test with a fitness-for-duty determination. Accordingly, FMCSA does not see any reason to change the language in this section.

Notice to Drivers and Employers of Entry, Revision, Removal or Release of Information (§ 382.707)

Comment. FMCSA proposed to notify a driver when information about that driver is entered, changed, removed, or released. Everyone commenting on this issue supported driver notification. OOIDA requested that drivers be able to obtain information identifying the person to whom records are released. SAPAA and TTD requested that FMCSA establish a time frame in which the driver would be notified about activity in the Clearinghouse. Driver Check asked how drivers licensed outside of the United States would be notified of Clearinghouse activity. SAPAA asked whether C/TPAs could receive notification on behalf of owneroperators. A commenter disagreed with the proposal to send notification of Clearinghouse activity via U.S. Mail and suggested that the rule provide for electronic notification.

Response. FMCSA understands that commenters have many questions about how the Clearinghouse will operate. Many of the operational details will be developed during the implementation phase, and thus are not appropriate for codification in FMCSA's rules. That said, it is FMCSA's intention that drivers will have access to their

Clearinghouse records, including information on who submits information and to whom information is released. With respect to timing, as soon as there is activity in a driver's Clearinghouse record, FMCSA will initiate notification. If a driver takes no action to designate an address or method of notification, the default method is to send notification via U.S. Mail to the current address on file with the driver's State of licensure. All drivers will have the option to provide an alternate electronic method of notification when they register with the Clearinghouse. The time it takes the driver to receive the notification would vary depending on which notification method is selected.

Drivers' Access to Information in the Clearinghouse (§ 382.709)

Comment. FMCSA proposed to grant drivers access to any information in their Clearinghouse record, except as restricted by law. Two commenters recommended that FMCSA prohibit drivers from having access to their own follow-up testing plans and prohibit employers from sharing that information with drivers. One of those commenters said that many employers believe that they are not prohibited from sharing follow-up testing plans with drivers. Boeing was concerned that owneroperators would have access to their follow-up plans. Finally, a driver requested clarification about how often he would be required to check his own records in the Clearinghouse.

Response. Section 382.705(d)(1)(v) of the NPRM proposed that SAPs report to the Clearinghouse the frequency, number, and type of follow-up tests as well as the duration of the follow-up testing plan. Section 40.329 currently requires that SAPs redact the follow-up testing information from any reports provided to employees so that they will not be aware of either the number or type of follow-up tests or the duration of the testing period. When DOT adopted this requirement in 2001, it noted the concern that providing employees with access to their followup plans "could lessen the deterrent effect of follow-up tests" (66 FR 41949 (August 2001)). However, the Privacy Act generally requires that an employee be permitted, upon request, access to information about him/her in their Clearinghouse record that is retrievable by that employee's name or other identifying particular. Accordingly, in order to ensure compliance with current part 40 requirements, in this rule FMCSA removes the proposed requirement in § 382.705 that SAPs report the follow-up testing plan to the

Clearinghouse. SAPs will thus continue to provide that information directly to the employer as part of the follow-up evaluation report required by § 40.311(d). Therefore, follow-up testing plans will not be included in a driver's Clearinghouse record. Subsequent employers will be required to obtain the follow-up testing plan from the previous employer, if the driver's Clearinghouse record does not indicate that follow-up testing has been completed. In cases where a driver who is subject to followup testing is not currently employed, the gaining employer may obtain the driver's follow-up testing plan from the SAP, whose contact information will be available in the Clearinghouse. (See, also, discussion of this issue under "Pre-Employment Investigations Under §§ 40.25, 382.413 and 391.23", above.) Finally, nothing in this rule requires drivers to query the Clearinghouse. Drivers are, however, free to query their own records at any time and as often as they choose.

Clearinghouse Registration (Section 382.711)

FMCSA proposed that each employer and designated service agent register with the Clearinghouse before accessing or reporting information to the Clearinghouse.

Consumer Reporting and Background Screening Agencies

Comment. Many commenters, including Cahill-Swift, Driver IQ/ CARCO, J.B. Hunt, Foley, NPTC, ABA, Schneider, C.R. England and several trucking associations, supported allowing consumer reporting and background screening agencies to access the Clearinghouse. A number of these commenters suggested that FMCSA expand the definition of "service agent" to include these third party service providers. OOIDA opposed third party service provider access to the Clearinghouse unless the service provider was acting specifically on behalf of an employer with a right to access the Clearinghouse. That commenter urged tight controls on Clearinghouse access.

Response. As noted previously, the final rule does not include a new definition of "service agent," as proposed in the NPRM, because DOT recently expanded the definition of that term in 49 CFR 40.3 to apply to those persons who provide services in connection with the Clearinghouse. Accordingly, a consumer reporting or background screening agency acting on behalf of an employer in connection with fulfilling that employer's obligations under parts 40 and 382 may

register to access the Clearinghouse, but those entities' use of the accessed information is limited. No third party service agent may disseminate, or make any other use of the information in the Clearinghouse except to communicate it directly to the specific employer that authorized the provider to query the Clearinghouse on its behalf. No third party service agent may publish or consolidate Clearinghouse information for commercial or other purposes.

SAP and MRO Access to Information in the Clearinghouse

Comment. SAPAA, American Substance Abuse Professionals, First Advantage and other commenters requested that SAPs and MROs have access to information in the Clearinghouse to help them assess return-to-duty treatment and education requirements.

Response. In FMCSA's judgment, Congress did not intend for anyone other than employers (or an employer's designated agent), SDLAs, the NTSB, and individual drivers to access the information in the Clearinghouse. (See 49 U.S.C. 31306a(h)-(j).) The statute limits employer use of the information to determine whether a driver has a drug or alcohol prohibition, while SDLAs may not use the information for any purpose other than determining the qualifications of a CDL applicant. The NTSB can use the information only in connection with a crash investigation. The statute does not contemplate using the information for MRO verifications and SAP assessment determinations. Moreover, we note that the DOT-wide drug and alcohol rules do not provide for MROs to use historical drug and alcohol information as a part of the verification process. Certainly, if a driver wishes to provide that information, he or she may. But it is not currently required as a part of the MRO's function. The Agency agrees that historical information may be relevant to the SAP's role in the return-to-duty process, and notes that nothing in this final rule prohibits SAPs from obtaining this information directly from the drivers under their care as a condition of providing an assessment.

Designation of Service Agents and Employees and Credentials Required for Registration

Comment. FMCSA proposed that employers must specifically designate those employees and service agents who are authorized to access the Clearinghouse on their behalf. FMCSA also proposed that MROs and SAPs must certify compliance with part 40 and provide evidence of the

professional credentials required by part registration regardless of the type of 40. A commenter asked when the employer would designate its MRO and how it would make a change of designation. The same commenter said that some MROs are contracted with C/ TPAs rather than individual employers. Several commenters asked what kind of evidence MROs and SAPs must provide concerning their professional credentials. First Advantage said that providing evidence of certification and licensing would be time consuming and expensive. An individual expressed concern about how FMCSA would verify or authenticate these credentials.

Several commenters asked whether an MRO working for several different organizations would need multiple registrations and whether different MROs working for one organization would need individual registrations. Finally, Driver IQ/CARCO suggested that employers and service agents should not have to verify their designated employees on an annual

Response. An employer is not required to designate which MRO or MROs may report information to the Clearinghouse for that employer's employees. Furthermore, in an effort to eliminate the potential opportunity for employers to conceal violations of their own employees, FMCSA requires MROs, rather than employers, to report verified drug test results to the Clearinghouse. Requiring that MROs report verified drug test results independently will help preserve their impartiality while eliminating any potential for employers to exert pressure on the MRO during the verification process.

To register with the Clearinghouse, MROs and SAPs must upload documentation showing that they are qualified, in accordance with the requirements of 49 CFR 40.121 and 40.281, to act as an MRO or SAP. The type of documentation will vary depending on the individual MRO or SAP's professional qualifications. FMCSA does not consider this process to be time consuming. Under current rules, MROs and SAPs are otherwise required to maintain this documentation and provide it upon request to DOT agency representatives. (See 49 CFR 40.121(e) and 40.281(e).) Providing this information to the Clearinghouse as a condition of access is no different than responding to an agency request to produce the same information.

An MRO's registration will be personal to that individual and will depend on his or her credentials and other qualifications. Accordingly, each MRO must have his or her own personal organization with which he or she is

FMCSA did not make any changes to the requirement that employers annually verify the identity of employees who are authorized to access the Clearinghouse on their employer's behalf. All employers are obligated to keep their verifications updated, but in the event that an employer fails to do so, the annual verification procedure will ensure that unauthorized employees do not retain access to the Clearinghouse indefinitely.

Duration, Cancellation, and Revocation of Access (§ 382.713)

Comment. FMCSA proposed to make Clearinghouse registration effective for 5 years, cancel inactive registrations after 2 years, and revoke registration for failure to comply with applicable rules. Cahill-Swift asked whether nonpayment of fees would result in revocation. OOIDA and another commenter stated that a registrant's access must be revoked if it fails to comply with the rules. OOIDA requested that a registrant's failure to comply with Clearinghouse rules be considered a pattern or practice of noncompliance under part 385, subpart K. Another commenter suggested that the Agency reconsider its proposal that FMCSA staff process Clearinghouse requests for motor carriers that have had their registrations revoked.

Response. While the details of payment options will be determined during the contract bidding process, FMCSA anticipates that payment would be made prior to an employer conducting a search or gaining access to information. Under this scenario, nonpayment would simply result in the employer being unable to conduct a search.

In this final rule, FMCSA retains the right to revoke Clearinghouse registration for anyone who fails to comply with the applicable rules. However, an employer that had its registration revoked for failure to comply with the Clearinghouse rules would nonetheless have to ensure that its employees were not subject to prohibitions related to drug or alcohol violations. We anticipate that, in order to query or report violations, such employers would need to contact FMCSA's drug and alcohol program directly, so that program staff could conduct queries or enter violations into the Clearinghouse in a timely manner. The Agency recognizes that these alternative means of querying and reporting are not nearly as efficient as using the Clearinghouse directly and

expects that revocation of an employer's access would occur only when an employer has egregiously violated the Clearinghouse's rules of use.

During the implementation phase, we will continue to explore more efficient means of querying and reporting for employers whose access has been revoked. We expect, however, that the civil and criminal penalties associated with an employer's failure to lawfully use the Clearinghouse (§§ 382.723(c) and 382.727) will provide, in most instances, an adequate deterrent to its

FMCSA's regulations governing patterns or practices of safety violations by motor carrier management are specifically limited to violations of safety regulations arising under 49 U.S.C. chapter 311, subchapter III. Authority for the Clearinghouse arises under 49 U.S.C. 31306a, which does not fall within chapter 311, subchapter III. Accordingly, instances of noncompliance with this final rule will not be considered for the purposes of establishing a pattern or practice of safety violations under part 385, subpart

Authorization To Enter Information Into the Clearinghouse (§ 382.715)

Comment. FMCSA proposed to require an employer to designate a C/ TPA in the Clearinghouse before the C/ TPA could enter information on the employer's behalf. A commenter asked whether this provision also applied to SAPs. Several commenters were confused by the section of the NPRM that proposed to require employers to designate SAPs for employees and requested that FMCSA clarify that employees, not employers, designate SAPs.

Response. As proposed, § 382.715 applied only to employer designations of C/TPAs. In the NPRM, FMCSA inadvertently stated that employers must designate SAPs in the Clearinghouse; that was not correct. In accordance with long-standing rules governing the selection of SAPs, the employer must provide the employee with the list of DOT-qualified SAPs and each employee is free to choose his or her own DOT-qualified SAP. (See 49 CFR 40.287, 40.289.) Accordingly, in this final rule, FMCSA amended § 382.715 to make clear that employees must designate SAPs to enter information about their own return-toduty process. FMCSA makes this change to ensure that only the employee's selected SAP can report information to the Clearinghouse. FMCSA also made conforming changes to § 382.711 to make clear that service agents may

submit information on behalf of either an employer or an employee.

Procedures for Correcting Information in the Database (§ 382.717)

FMCSA proposed administrative procedures for correcting errors in a driver's Clearinghouse record.

FMCSA Review of Petitions for Correction

Comment. TTD, OOIDA and IBT stated that under the proposed process, it would take too long to resolve errors. TTD requested alternative ways to expedite the decision-making process. OOIDA requested that FMCSA respond to a petition within 14–21 days, depending on the nature of the correction. Yet another commenter requested a 5-day resolution period. CCTA stated that, if resolution of petitions were delayed, employers, MROs, and C/TPAs could face litigation. Another commenter recommended a simple appeals process, but did not include any specifics. An individual asked if it is the responsibility of the driver to update the Clearinghouse when a citation for a DUI in a CMV does not result in a conviction. Another seemed to have misunderstood this section, believing that drivers had only 30 days to submit a petition.

Response. In response to these comments, FMCSA decided to amend its proposal. This rule provides for a 14day resolution period when a request for expedited treatment is granted in accordance with § 382.717(e). To be considered for expedited treatment, an inaccurate record, or a record not reported to the Clearinghouse in compliance with this section, must be preventing the petitioner from performing safety-sensitive functions. In addition, the petitioner must provide a complete petition including all documentation supporting his or her request. Failure to include all relevant information will impede the Agency's ability to resolve the petitioner's request in a timely manner.

The Agency also removed the proposed requirement in § 382.717(a) that petitions for review be submitted within 18 months of the date the allegedly erroneous information was reported to the Clearinghouse. Upon further consideration, we determined that drivers should have the option to request that inaccurate information be corrected for as long as the allegedly erroneous record is retained in the Clearinghouse. Finally, as further discussed below, FMCSA reduced the time in which it will resolve petitions for administrative review and notify the driver of its decision from 90 days, as

proposed, to 45 days following the Agency's receipt of a complete petition. We also reduced the time in which we will complete an administrative review under § 382.717(f) from 60 days, as proposed, to 30 days.

Where an employer has reported a citation for DUI in a CMV to the Clearinghouse and that citation did not result in a conviction, the driver is responsible for submitting a request for removal under § 382.717(a)(2)(i).

Administrative Protections for Drivers

Comment. A commenter requested that the Clearinghouse contain contact information for those reporting information to the Clearinghouse. C.R. England, Foley, and other commenters requested complete, clear procedures for removing erroneous information. Some of those commenters also requested that FMCSA hold those who report erroneous information accountable. Other commenters were concerned with how FMCSA would handle false positives and identity theft. TTD stated that the credibility of the Clearinghouse depends on a fair and expeditious process for correcting errors. C.R. England wanted to ensure that the Clearinghouse would not prevent qualified drivers from working. IBT emphasized the need for accurate, upto-date information.

Response. FMCSA believes that holding people who report to the Clearinghouse accountable for the accuracy of their submission is critical to the integrity of the Clearinghouse. When registering to access the Clearinghouse, all parties who have reporting obligations to the Clearinghouse will be required to provide identifying information, including name, address, telephone number and any other information needed to verify the registrant's identity (§ 382.711).

With respect to removing erroneous information, all procedures in part 40 continue to apply to the processing of drug and alcohol tests. A positive test that is reported but subsequently cancelled would not be a prohibition on driving and therefore would be removed from the Clearinghouse. If a positive test is incorrectly associated with a particular driver, regardless of whether the error results from identity theft, mistake, or administrative error, the affected driver would submit a petition under § 382.717 to correct the erroneously reported information. Additional remedies related to the correction or removal of violation reports submitted to the Clearinghouse are discussed below.

Privacy Act

Comment. OOIDA and another commenter requested that FMCSA include Privacy Act procedures in part 382, and one of those commenters requested FCRA procedures allowing an individual to submit a statement disputing or explaining their record. OOIDA stated that the Clearinghouse's authorizing statute requires FMCSA to comply with certain requirements for the release of information under the Privacy Act and the FCRA.

Response. MAP-21 requires that a "release of information" from the Clearinghouse comply with the applicable provisions of the Privacy Act and the FCRA (49 U.S.C. 31306a (d)(1) and (2)). The final rule complies with the "release of information" requirements of the Privacy Act, as defined in 5 U.S.C. 552(a)(b), which generally prohibit the disclosure of records "except pursuant to a written request by, or with the prior written consent of, the individual to whom the record pertains." As noted above, an employer may not request access to an employee's Clearinghouse record without prior electronic consent of the driver, and the Agency must receive electronic consent from the driver before releasing a Clearinghouse record to the employer (§ 382.703(b) and (d)). Other Privacy Act procedures to which commenters refer are currently set forth in 49 CFR part 10, "Maintenance Of and Access to Records Pertaining to Individuals," the DOT-wide rules implementing the Privacy Act. The part 10 regulations include, for example, procedures for individuals to request that their records be corrected (49 CFR 10.41) and to file a concise written statement of disagreement with an agency's refusal to amend that individual's record (49 CFR 10.45). Further, we note that the System of Records Notice (SORN), to be issued for public comment following publication of this final rule, will describe the specific means by which the Agency intends to implement the Privacy Act requirements as they pertain to the Clearinghouse, including how individuals can exercise their rights under the Privacy Act.

As discussed above, information disseminated through the Clearinghouse is considered "excluded" communications for the purposes of the FCRA. Accordingly, no FCRA procedures are necessary.

Challenges to Clearinghouse Data

Comment. Under proposed § 382.717(c), petitioners were limited to contesting the accuracy of information

reported to the Clearinghouse and could not challenge the accuracy of positive test results or refusals. CCTA said that FMCSA should permit challenges to the accuracy and correctness of Clearinghouse reports, including refusals. The same commenter requested that FMCSA create a clear dispute resolution process, clarifying what can be challenged through the process. C.R. England requested that FMCSA clearly define the rights of drivers with respect to correcting errors on their records, including placing the burden of proof on the reporting party. Finally, two commenters objected to removing a report of a citation for DUI in a CMV, even if that citation did not result in a conviction.

Response. Nothing in this final rule creates a new right under part 40 to challenge the substantive outcome of a drug or alcohol test or the accuracy of a driver's refusal to test at a collection site or a refusal to test when notified by an employer to submit to testing. Individuals wishing to challenge the accuracy of information in their Clearinghouse record that is not otherwise addressed under § 382.717 may follow the Privacy Act procedures set forth in 49 CFR part 10, subpart E (Correction of Records).

Section 382.717 does, however, contain data correction procedures to ensure accuracy in reporting. For example, a driver may use the procedures set forth in this rule to challenge an incorrect name or CDL number, or to remove duplicate test results (that is, a single test result reported more than once to the Clearinghouse), but may not challenge the outcome of a test. To make it clearer that the procedures in § 382.717 pertain primarily to the correction of data that is erroneously reported in the Clearinghouse record (except as otherwise provided in § 382.717(a)(2)) and not for substantive challenges to drug and alcohol violation determinations, we re-designated paragraph (c) as paragraph (a) in this section. FMCSA will consider each correction request on a case-by-case basis and assess the validity of information presented in determining whether correction is warranted.

FMCSA notes the importance of the difference between a citation for DUI in a CMV and a conviction. Although a driver must immediately discontinue safety-sensitive functions after being cited for a DUI in a CMV, he or she may resume safety-sensitive functions without completing the return-to-duty process if that citation does not result in a conviction. Prohibiting a driver from performing safety-sensitive functions

when a citation does not result in a conviction contravenes fundamental principles of fairness. Using the expedited procedures in § 382.717, the driver is responsible for requesting that FMCSA remove from the Clearinghouse an employer's report related to a citation that did not result in a conviction.

Comment. OOIDA recommended that if a driver submits a "substantive" request for correction with complete supporting documentation, the challenged information should not be released in response to an employer query until a decision has been made on the request for correction.

Response. As explained above, resolution of a challenge to the substance of a drug or alcohol violation—as opposed to simple data correction or the employer's failure to comply with reporting requirements under § 382.705(b)(3) and (5)—is outside the scope of this rule. Accordingly, FMCSA will not process such a request under § 382.717. We note that the withholding of violation reports pending resolution of a request to challenge the substance of a violation would be inconsistent with DOT-wide drug and alcohol compliance rules. Section 40.331 of those rules requires an employer to release information with proper consent and does not provide an exception for information that a driver is challenging as inaccurate. That rule is applicable DOT-wide and FMCSA does not have the authority to change that

Moreover, it would not be in the interest of safety to withhold violation reports during the review period. FMCSA believes that to do so would encourage drivers to file frivolous or baseless challenges to accurate reports solely for the purpose of extending their ability to continue performing safety-sensitive functions. Adopting the commenter's suggestion would thus delay necessary rehabilitation and keep drug and alcohol abusers on the road. Neither of these outcomes serves the best interests of the driver or the motoring public.

Notification to Employers of Corrections

Comment. One commenter suggested that, after correcting errors, FMCSA should require individuals to alert employers that queried the driver's record that inaccurate data has been corrected.

Response. FMCSA agrees that alerting employers that they have viewed inaccurate information about a driver significantly contributes to the accuracy and fairness of the Clearinghouse. Accordingly, this final rule includes new § 382.717(g), requiring that the

Clearinghouse update employers when they have viewed information that was subsequently corrected or removed under § 382.717(a)(2) or in accordance with the Privacy Act.

Availability and Removal of Information (§ 382.719)

Comment. FMCSA proposed that information about a violation would remain available to employers for a term of either 3 or 5 years, or until the driver completed the return-to-duty process, whichever is longer. Many commenters were in favor of a 5-year term. Some of these commenters recommended 5 years because they were concerned that the record would otherwise be removed before the driver completed all followup tests. Others favored 5 years because it aligns with part 382 record keeping requirements. The Institute of Makers of Explosives stated that it would support an even longer retention period. Another commenter supported a 10-year retention period.

On the other hand, a number of individual commenters were in favor of a 3-year term. Yet others were in favor of removing information as soon as the driver completed the return-to-duty process. Some commenters suggested that information be retained for 3 years from the driver's completion of the return-to-duty process. Another commenter suggested that information be made available for at least 5 years after the driver's return-to-duty date.

Response. After carefully considering FMCSA's statutory authority and the safety implications of this proposed requirement, the Agency concluded that 5 years is the appropriate document retention period. We explain the rationale for our interpretation below.

The basis for a 3-year retention period was 49 U.S.C. 31306a(f)(3), which requires prospective employers to use the Clearinghouse to determine whether any employment prohibitions exist on new hires and prohibits employers from hiring anyone to drive a CMV if that person has had a drug or alcohol violation during the preceding 3 years. This requirement mirrors current FMCSA regulations that also direct employers to investigate prospective hires' compliance with DOT drug and alcohol programs during the preceding 3 years. (See 49 CFR 391.23(e); see also 49 CFR 40.25, 382.413.) FMCSA interprets section 31306a(f)(3) to codify the investigation requirement in § 391.23(e) and to mandate that employers use the Clearinghouse to conduct the investigation. We implement that statutory requirement by amending § 391.23(e) to state explicitly that conducting a pre-employment

search of the Clearinghouse, as required by § 382.701, satisfies the employer's obligation to investigate a prospective employee's drug and alcohol compliance history (with limited exceptions as previously noted). We do not interpret anything in section 31306a(f)(3) to require FMCSA to retire these records after 3 years. Nor do we interpret that provision to prohibit FMCSA from releasing information after 3 years have passed. In fact, nothing in this section directs FMCSA to take any action with respect to records retention. To the contrary, this section simply places an obligation on employers to conduct the background investigation already required in § 391.23 using the Clearinghouse.

Moreover, nothing in either FMCSA's existing regulations or section 31306a(f)(3) prohibits employers from requesting or obtaining drug and alcohol compliance histories going back more than 3 years. In FMCSA's judgment, the 3-year pre-employment look—back is intended to be the regulatory (and now statutory) minimum. Employers have an interest in obtaining information going back more than 3 years because a driver's drug or alcohol violation does not necessarily expire after 3 years; that violation continues to prohibit that driver from performing safety-sensitive functions until he or she completes the return-to-duty process. As long as the driver's consent to release records is not limited to a 3-year look back, employers can request and obtain information about drug and alcohol compliance going back at least 5 years because, under § 382.401, employers are required to keep records of drivers' drug and alcohol violations for a minimum of 5 years. Whether and to what extent employers seek records going back further than 3 years is a decision that individual employers make based on their particular business needs. For example, a company's safety or risk management policies may dictate a more extensive background investigation than the regulatory minimum. How an employer chooses to balance its hiring needs, risk management, and safety policies is a matter for private decision making. Nothing in this final rule would change this practice.

The basis for the 5-year retention period is section 31306a(g)(6), titled "retention of records," which directs the Agency to hold records of driver violations in the Clearinghouse for 5 years, except where a driver has failed to complete the return-to-duty process. Assuming a driver completes the return-to-duty process within 5 years, the statute directs the Agency to archive the

records in a separate location. We interpret this section to require the Agency to make all records of driver violations available to authorized employers for 5 years or until the driver completes the return-to-duty process, whichever is longer. After that, the Agency must move them to the archives.

There are fundamental differences between the 3-year and 5-year lookback provisions in section 31306a that direct us to require a 5-year retention period in this final rule. For example, while the 3-year look back in section 31306a(f)(3) focuses on the scope of an employer's pre-employment background investigation, the 5-year look back in section 31306a(g)(6) focuses on the Agency's recordkeeping requirements. As discussed above, FMCSA interprets section 31306a(f)(3) to codify the existing drug and alcohol investigation requirements and to direct employers to conduct those investigations using the Clearinghouse. We interpret section 31306a(g)(6), on the other hand, to be focused exclusively on the matter of how long FMCSA should make records available to employers and what to do with those records after they should no longer be made available.

Comparing the text of sections 31306a(f)(3) and (g)(6) provides additional support for this interpretation. Section 31306a(f)(3) provides no recordkeeping guidance at all; it does not address what happens if a prospective hire has an unresolved drug or alcohol violation dating back more than 3 years, or what should happen to the records after the time for release has expired. Nor does it make any mention of the look-back period for annual queries; it is focused exclusively on how an employer should conduct a pre-employment background investigation. Section 31306a(g)(6), on the other hand, addresses all of these other contingencies and is, in fact, titled "retention of records." Based on all of the considerations discussed above, we interpret MAP-21 to mandate a 5-year record retention period.

But, even in the face of statutory ambiguity, we believe that safety interests dictate that the 5-year retention period is appropriate. Overwhelmingly, employers who submitted comments to the docket requested that they have access to 5 years' worth of drug and alcohol compliance histories so that they could make informed decisions about the risk they assume when they hire drivers. Moreover, FMCSA believes the fact that a driver's compliance history will follow him or her for a minimum of 5 years will act as a

significant deterrent to illegal drug and

alcohol use. As we continue to raise the

severity of the consequences for unsafe conduct behind the wheel, drivers who wish to be productive participants in the industry should modify their behavior accordingly.

Comment. FMCŠÅ proposed that information on a citation for a DUI in a CMV would be removed within 2 days of FMCSA granting a request for a determination that the citation did not result in a conviction. A commenter requested that this be shortened to 1 day.

*Response.* FMCSA believes that 2 days are required to verify the accuracy of the documentation supporting the request. Accordingly, this provision remains as proposed.

Comment. Cahill-Swift requested that the date FMCSA uses to determine whether sufficient time has passed to remove a violation from the Clearinghouse be the date the test was administered instead of the date of the violation determination. The commenter stated that, generally, part 40 uses the test date as the point of reference for future action and requested that FMCSA modify proposed § 382.719(a)(4) to conform.

Response. FMCSA concluded that the date a record is submitted to the Clearinghouse is the violation determination date, which will be used to calculate the date information will be removed from the Clearinghouse. This approach is consistent with MAP–21 requirements.

Fees (§ 382.721)

Comment. FMCSA proposed to collect a reasonable fee from employers querying the Clearinghouse, but to grant drivers access to their own records without assessing a fee. Most commenters were concerned about keeping the fees low or eliminating them altogether. At least one commenter asked the Agency to identify what the actual fees will be. Commenters such as First Advantage, ABA, C.R. England, ATA and several others requested that FMCSA establish subscription-based fees. ATA, Florida Trucking Association and other commenters stated that FMCSA had previously expressed preference for a subscription-based fee structure. SAPAA requested that there be only a one-time registration fee. NTPC, Ohio Trucking Association, Cahill-Swift, Driver IQ/CARCO, J.B. Hunt, and American Moving and Storage Association requested that FMCSA permit employers to choose between subscription- and transactionbased fees. One commenter suggested that FMCSA use the PSP program as a model. ATA suggested that it not be used as a model, stating that the

contractor would earn excessive and unreasonable profits based on the PSP fee structure. ATA and others stated that they did not want the fees to greatly exceed the contractor's costs to manage the Clearinghouse. Minnesota Trucking Association suggested that subscriptionbased fees should be limited to \$10-\$20 per employer. SAPAA asked for details regarding the procedure for paying the fees. OOIDA requested that the cost for the limited query be much lower than the cost for the full query. An individual requested that the fees be set at a more ''reasonable'' level.

Response. FMCSA proposed § 382.721 to establish its authority to collect fees from entities required to query the Clearinghouse; however, FMCSA does not set the specific dollar amounts for user fees as a part of this rulemaking. We note, however, that under § 382.721 no driver will be required to pay a fee to access his or her own records in the

Clearinghouse.

FMCŠA will contract with a thirdparty to operate and maintain the Clearinghouse. Accordingly, Clearinghouse user fees will be determined through that competitive bidding process. One of the criteria for selecting a contractor to design and operate the Clearinghouse will be the ability to provide reliable, accurate, and cost-effective service to stakeholders. In its request for proposal FMCSA will require batch processing of data, subscription fees and pre-population of recurring data. This should minimize transaction costs relative to the time per test, per driver and per entity costing methodology used to estimate the costs of aneries.

The Regulatory Impact Analysis (RIA) acknowledges that annual queries to the Clearinghouse impose costs on employers not present under the current regulations. The annual query is a statutory requirement pursuant to 49 U.S.C. 31306a(f)(4). The RIA demonstrates that the rule produces net benefits based on a conservative estimate of the incremental cost of annual queries calculated on a per transaction basis (e.g., cost per test, cost per driver, etc.). For purpose of the RIA, the Agency conceptualized fees for limited and full queries and preemployment queries based on its experience with Pre-employment Screening Program (PSP) Database. The fee for requesting a driver's record through PSP is \$10.3 Employers' use of the PSP to screen prospective employees is voluntary. The Clearinghouse is a mandatory program

with an expected number of transactions well in excess of the number of PSP voluntary transactions. As a result, FMCSA believes Clearinghouse fixed costs will be spread over a larger volume of transactions than the volume of PSP transactions. These costs include, but are not limited to, hardware, software, labor costs for systems analysts and contractor staff available to assist Clearinghouse users.

Unauthorized Access or Use Prohibited (Section 382.723)

Comment. FMCSA proposed rules that would prohibit unauthorized access to or misuse of information obtained from the Clearinghouse. One commenter was generally concerned that employers would misuse Clearinghouse information. TTD was concerned that prospective employers would query the Clearinghouse for information about a driver even if that driver were not applying for a position that mandated a Clearinghouse check. The same commenter requested that FMCSA include safeguards to ensure that people requesting information are legitimate employers and that the information goes to them directly. Another commenter recommended that FMCSA anonymize information before using it for research purposes.

Response. FMCSA takes its mandate to secure sensitive information and protect driver privacy very seriously. Accordingly, this final rule includes provisions that prohibit the release of information without affirmative driver consent and audit functions to verify compliance with these rules. Anyone who violates those provisions is subject to civil and criminal penalties. FMCSA appreciates all public comments on how to address driver privacy protections and will take all of them into consideration as it moves into the implementation process.

Access by State Licensing Authorities (§ 382.725)

Comment. FMCSA proposed to grant each SDLA access to the Clearinghouse to determine whether an applicant for a CDL is qualified to operate a CMV ATA, J.B. Hunt and other commenters suggested that SDLAs be required to check the Clearinghouse before issuing a CDL. ATA suggested that SDLAs be required to check the Clearinghouse annually. ATA and the Florida Trucking Association recommended that SDLAs be required to revoke a CDL when violations are reported to the Clearinghouse. Another commenter pointed out that one provision of MAP-21 makes SDLA access to the Clearinghouse mandatory while another

provision makes it permissive and asked FMCSA to reconcile this inconsistency. The same commenter also requested guidance on what an SDLA is supposed to do with Clearinghouse information. A number of commenters recommended that the Clearinghouse automatically notify SDLAs when there are changes to a driver's record. Schneider suggested that law enforcement have access to the Clearinghouse. A commenter suggested that FMCSA enter into agreements to obtain DUI information from SDLAs. Driver Check asked whether Canadian licensing agencies would have access to

the Clearinghouse.

Response. After careful consideration of these comments, FMCSA decided to require that SDLAs access Clearinghouse information prior to issuing CDLs. While 49 U.S.C. 31306a(h)(2) requires that FMCSA only provide SDLAs with Clearinghouse access, section 31311(a)(24) requires that SDLAs use that access prior to issuing or renewing a CDL. Accordingly, FMCSA amended proposed § 382.725(a) to require SDLAs to access a driver's information in the Clearinghouse in order to determine whether the driver is qualified to operate a CMV prior to issuing, renewing, upgrading, or transferring a CDL. FMCSA also made conforming changes in existing § 383.73 to implement section 31311(a)(24) and make clear that Clearinghouse access is mandatory prior to the SDLA taking action on a CDL. To ease the burden on States, FMCSA intends to integrate this function into the CDLIS pointer system, which connects the records of CDL holders in all 50 States and the District of Columbia. FMCSA will work closely with AAMVA, which administers CDLIS, to provide for the most efficient and least burdensome method of granting SDLAs access to the Clearinghouse.

The information in the Clearinghouse may have a direct impact on the ability of the individual to hold or obtain a CDL. If information available to an SDLA shows that a CDL applicant is not qualified to operate a CMV, that driver should not be issued a CDL. FMCSA will provide more detailed guidance on this subject in conjunction with its implementation of SDLA access to the Clearinghouse.

At this time, FMCSA will not pursue agreements with law enforcement agencies to obtain information on DUI convictions. That information is currently available from other sources and need not be duplicated in the Clearinghouse. Further, because the Clearinghouse is limited to drug and alcohol violations under parts 40 and 382, inclusion of other disqualifying

<sup>3</sup> https://www.psp.fmcsa.dot.gov/psp/ default.aspx

offenses under part 383 is not

appropriate.

Finally, Canadian and Mexican licensing agencies will not have access to the Clearinghouse because Congress authorized access for only the SDLAs in the 50 States and the District of Columbia (49 U.S.C. 31306a(h)(2)). However, in accordance with its authority under section 31306a(b)(5), FMCSA intends to explore alternative ways in which information about drug and alcohol violations for CMV drivers licensed in Canada and Mexico can be made available to their respective licensing authorities and to U.S. law enforcement, including using the Foreign Convictions and Withdrawal Database under § 384.209(a)(2).

## Penalties (§ 382.727)

Comment. FMCSA proposed that employers, employees, and service agents be subject to penalties for violating new part 382, subpart G. An individual commenter asked how MROs would be held accountable for reporting positive tests. Another commenter said this provision should be worded the same as § 382.507, with the addition of the word "alleged." Southern Company said that alleged violators should be issued a notice of claim or violation allowing the alleged violator to contest the charge. That commenter also requested that penalties be reserved for egregious violations. WPCI asked what the penalty would be for an employer that does not comply with the requirements.

Response. Any employer, employee, or service agent, including an MRO, that does not comply with his or her responsibilities under part 382, subpart G, is subject to civil or criminal penalties under 49 U.S.C. 521(b)(2)(C). The employer, employee, or service agent may be issued a notice of claim or violation and afforded the opportunity to contest those charges in accordance with existing procedures in 49 CFR part 386. The type and severity of the penalty would depend on the specific circumstances surrounding the violation.

## Regulatory Impact Analysis

Comment. In the RIA, FMCSA provided an explanation of the costs and benefits associated with the proposed rule. A number of commenters expressed concern about the cost to employers and the burden those costs would place on the motor carrier industry. Two commenters noted that the additional costs incurred by laboratories, MROs and CTPAs will be passed on to the employer, thereby further increasing the cost to employers.

Response. FMCSA recognizes that various entities interacting with the Clearinghouse will incur new or incremental costs of conducting business under the rule. FMCSA estimates these costs for the first entity that incurs the cost, as opposed to the entity that is ultimately responsible for paying for the cost. The RIA estimates the societal benefits, not the distributional benefits resulting from the avoidance of crashes.

Motor carriers will benefit from this rule in a variety of ways. For example, the Clearinghouse will automate the pre-employment drug and alcohol background investigation process, which will save motor carriers time and conserve resources. In addition, closing the loopholes that allow job-hoppers to evade the consequences of drug and alcohol violations will increase employers' confidence in the preemployment screening process, allowing them to more easily identify drivers who are not eligible to drive. While these are not the only benefits that will accrue to employers, they are some of the more tangible immediate benefits that will offset the costs of compliance.

Comment. One commenter also noted that many benefits discussed in the RIA are only speculative while the costs are real and extremely burdensome for the passenger motor carrier industry, which is largely made up of small businesses.

Response. The Agency disagrees that the benefits discussed in the RIA are speculative. As discussed above, motor carriers will see real benefits in terms of fewer resources being required to conduct investigations related to drivers' drug and alcohol violations, an increase in the quality of drivers hired, and a reduction in the liability costs associated with unsafe drivers.

Comment. A commenter said that the costs associated with this proposal, combined with the costs associated with a recent NPRM concerning vehicle leasing regulations, impose significant administrative costs on passenger motor carriers, and requests the Agency consider less burdensome alternatives.

Response. FMCSA is sensitive to the cumulative costs of industry compliance with the Agency's regulations. In responding to comments received in response to the NPRM, FMCSA considered the burden placed on stakeholders and made changes to alleviate those burdens where possible. But the Clearinghouse and many of its individual components are mandated by statute; the Agency's ability to find less burdensome alternatives is constrained by these limitations.

Comment. Two commenters said that FMCSA's cost estimate did not include the cost of training for service agents. A commenter estimated that implementing program changes for service agents may require up to 800 hours over a 3 to 5 month period, and a minimum of a year may be required for the effective implementation of the final program data requirements to allow for advanced planning and budgeting.

Response. FMCSA included the cost of training for service agents in the Final RIA Section 6.6, titled "Registration, Rule Familiarization, and Verification", which identifies costs associated with familiarizing service agents with use of the Clearinghouse. As discussed above, there will be a 3-year compliance period, which we believe will give stakeholders adequate time to conduct necessary training and otherwise prepare for implementation of this final rule.

Comment. A commenter said that the Agency also did not consider the full impact of entering data and creating a new laboratory report and the commenter estimated that the additional data entry would require an additional 15 seconds per specimen keyed. Some commenters also noted that implementing a new CCF containing the additional information that would be required under this proposal could result in significant cost to laboratories and those responsible for manufacturing and shipping forms. These commenters estimated that system modifications would require 750-910 hours per DHHS-certified laboratory conducting testing for FMCSA regulated employers, and at least 8 to 10 months for development, testing, implementation, and training.

Response. FMCSA removed the laboratory reporting requirement from the final rule; accordingly, there are no longer any costs associated with this provision.

Comment. A commenter challenged FMCSA's estimate of 20 minutes for registration and rule familiarization, asserting that first-time registration alone will take more than 10 minutes. Further, the commenter asserted the Agency did not account for the annual costs of verifying information entered in the database.

Response. The Agency does not agree that 20 minutes underestimates the time required for registration and rule familiarization. Much of the registration process will be automated and only a minimum amount of information is required to complete registration. All the information necessary for registration—name, address, phone number, authorized employees, USDOT

Number, and professional qualifications—is otherwise required under FMCSA or DOT rules and should, therefore, be readily available. Moreover, FMCSA intends that the Clearinghouse will be designed to be interactive and user-friendly to maximize efficiencies. Finally, the cost of annual verification of authorized users was accounted for in the regulatory analysis.

Comment. A commenter said that FMCSA underestimated the number of drivers subject to the rule by 1 million and provided an estimate of 5,240,740 drivers (based on commenter's own data and available data from other sources, such as laboratory reports submitted to DOCT)

Response. The commenter estimated the number of FMCSA drivers as the difference between the total number of tests reported by all modes, including FMCSA,4 to DOT in 2012, pursuant to part 40, Appendix C and the commenters' estimates of number random and pre-employment tests at a 25 percent testing rate applied to each mode's (other than FMCSA) estimate of the total number of safety-sensitive employees. The number of blind tests and "all other tests" are assumed to be 1 percent and 2 percent of safetysensitive employees, respectively are also subtracted from the total number of tests. There are a number of flaws in this methodology. The commenter equates the number of employees to the number of tests. This is an apple to oranges comparison. The commenter ignores that drivers may change employers during the year, or are "multipleemployer drivers" as defined in 49 CFR 390.5 and as a result may be tested multiple times per year. The analysis estimates pre-employment tests as if they are random, by applying a 25 percent random testing rate to each modes total number of safety-sensitive employees.

FMCSA relies on the statistics it publishes to determine the number of drivers affected by this rule.<sup>5</sup> Although the number of drivers in operation at any given time is subject to change due to a variety of reasons, FMCSA believes this is the best estimate of the number of drivers currently subject to FMCSA's drug and alcohol regulations. In the Regulatory Impact Analysis (RIA), FMCSA used its estimate of the number

of CDL-holder to the cost of annual queries. All other costs and benefits are estimated using the results of FMCSA's Annual Drug and Alcohol Surveys.

Comment. Several commenters stated that the cost of the proposed rule was overstated in the RIA. Commenters said that costs associated with completing the return-to-duty process should not be attributed to the Clearinghouse, claiming that they are attributed to the return-to-duty process under 49 CFR part 40, not part 382.

Response. The Agency made the best estimate of costs based on available data, but concluded that it was better to err on the side of over-estimating rather than under-estimating costs. That said, we disagree that the return-to-duty costs should not be included in the total cost of the rule. Although the return-to-duty requirement arises out of the DOT-wide drug and alcohol regulations in 49 CFR part 40, the costs of completing the process are attributable to each DOT mode's individual drug and alcohol program. One effect of the Clearinghouse is that drivers will improve their compliance with the return-to-duty requirements. Instead of job-hopping, we expect that drivers with violations will either complete the return-to-duty process or exit the industry. Accordingly, we take into account the increased costs-and benefits—of this improved compliance.

Comment. One commenter suggested the estimated cost of \$2.50 for limited annual queries is too high.

Response. FMCSA agrees that the query cost estimates in the RIA were conservatively high. As discussed above, the dollar amount for the fees will ultimately be determined in connection with a competitive bidding process. The Agency expects that the per-transaction cost, whether structured on a per query or subscription basis, will be significantly lower than estimated in the RIA. In the absence of reliable data, we chose to base our estimate on the only comparable information available: The PSP user fees. We recognize, as commenters have stated, that the volume of Clearinghouse transactions will greatly exceed the number of PSP transactions, creating efficiencies that should result in significantly lower user costs.

Comment. Another commenter questioned why a query would take 10 minutes, and suggested the Agency could reduce the burden by allowing large carriers to submit a batch list of drivers.

Response. We agree that there is the potential for further cost savings through batch processing of queries. Among the options the Agency plans to

explore is providing employers the opportunity to conduct annual queries in batches. Nothing in the rule would foreclose that possibility. FMCSA will provide information to stakeholders on Clearinghouse functionality closer to the rule's compliance date.

Comment. A commenter stated that the labor rate and fringe rates used in Table 15 and subsequent tables in the RIA are not appropriate. According to the commenter, more than 80 percent of carriers have one to five power units. These carriers do not have office staff; a driver's wage should be used for these carriers. The commenter questioned whether the assumption in the RIA that larger carriers will assign a sensitive task to a very low level staff person is reasonable. In addition, a commenter contended that the fringe rate used in the RIA is too high because the Bureau of Labor Statistics (BLS) fringe rate includes costs (leave, overtime, etc.) that BLS also includes in its wage rates, which are based on gross pay. The commenter alleged that combining the two results in double counting, and many drivers do not receive many of the fringe benefits.

Response. We disagree that the labor rates are inappropriate for carriers operating five or fewer power units. In the Agency's experience, many small motor carriers use C/TPAs, which employ office staff to administer drug and alcohol testing programs. We anticipate that C/TPAs will continue to administer the programs, including Clearinghouse requirements.

In addition, we believe that the appropriate wage rates were used for developing query and test reporting transaction costs. The wage rate used to calculate the cost incurred by SAPs to report to the Clearinghouse results of return-to-duty progress is the BLS estimate of the hourly wage for Occupational and Safety Workers. The BLS hourly wage for heavy truck drivers was used to estimate driver consent costs. These rates are directly applicable to the individuals responsible for performing these tasks. The remaining cost estimates for registration, familiarization with the rule, preemployment queries, designation of C/ TPAs, and reporting of test results are based on the BLS wage rate for Bookkeeping, Accounting and Audit Clerks.

The Agency has no information indicating that administrative functions performed by employees of C/TPAs, MROs, SAPs, and other service agents require a higher level sensitivity for personal information. Medical service and health care providers performing similar functions in other industries

<sup>&</sup>lt;sup>4</sup> The other modes are Pipeline and Hazardous Materials and Safety Administration, Federal Railroad Administration, Federal Transit Administration, Federal Aviation Administration and the U.S. Coast Guard.

<sup>&</sup>lt;sup>5</sup> http://ntl.bts.gov/lib/54000/54800/54841/2015 Pocket-Guide-March-30-2015-ForWebPublishing-508c.pdf.

have recordkeeping and reporting requirements comparable to the testing and reporting requirements of this rule. The commenter did not offer any information in support of the proposition that individuals responsible for administrative tasks associated with the rule fall under a BLS occupation other than for Bookkeeping, Accounting and Audit Clerks. Nevertheless, in the final Regulatory Impact Analysis, a wage rate of \$33.27 per hour was used to estimate the cost for SAPs to report driver information to the Clearinghouse following an initial assessment. It is the median wage rate estimated by the BLS for Occupational Health and Safety Specialists.<sup>6</sup> This occupational description is more closely related to health care professionals whose responsibilities include reporting highly sensitive personal medical information.

Finally, the hourly wage rate and fringe benefits rate do not result in double counting of employment costs. Fringe benefits include paid leave, supplemental pay, insurance (health and life), retirement and savings, and legally required benefits (*i.e.*, Social Security and Medicare).

Comment. A commenter said the estimated benefits of the proposed rule were understated in the RIA. While the RIA mentioned benefits to drivers such as "improved health, quality of life and increased life expectancy," these benefits were not included in the estimate. The commenter noted other benefits resulting from the rulemaking were not mentioned, including decreased drug and alcohol abuse by drivers, increased compliance with the regulations by employers, and the overall program benefits associated with improved drug and alcohol testing data. The commenter suggested expanding the discussion of non-quantifiable benefits.

Response. We agree with the commenter that there are residual benefits from the proposed rule. However, they are not "direct" primary benefits, but rather secondary or tertiary ones. Furthermore, since they are largely unquantifiable, such benefits are mentioned, but do not warrant extensive analysis in the RIA.

Changes From the Notice of Proposed Rulemaking

This final rule makes the following changes to the NPRM in response to comments.

In § 382.107, we removed the proposed definition of "positive alcohol

test." We eliminated proposed § 382.404, which would have required laboratories to report summary statistics on drug tests. As a result of that change, we will not collect employers' USDOT Numbers on the ATF and CCF and, accordingly, removed those proposed requirements from § 382.123. Section 382.705 now requires that employers report all violations of FMCSA's drug and alcohol testing program that are identified in part 382, subpart B, including violations based on any type of actual knowledge. We updated the text in other sections of the final rule to reflect these changes.

In § 382.413, we extended the drug and alcohol background investigation requirement to cover the previous 3 years, consistent with the requirement in § 391.23. In both §§ 382.413 and 391.23, we added provisions that require employers to query the Clearinghouse in lieu of conducting the background investigations required under §§ 40.25 and 391.23, as the query satisfies these requirements for employers subject to § 382.701(a), with specified exceptions. We added language to § 382.415 to make it clear that a driver need not report a violation to the employer that administered the test.

In § 382.701(a) and (b), we added language to make it more clear which type of query, full or limited, an employer is required to conduct, as well as a clearer explanation of the difference between full and limited queries. In paragraph (c) of that section we extended the employer notification period from 7 to 30 days after a Clearinghouse query. In paragraph (e), we clarified that, 3 years after the compliance date of this final rule, an employer who maintains a valid registration on the Clearinghouse system meets the recordkeeping requirement.

In § 382.705(a), we changed an MRO's reporting period to 2 business days. In paragraph (b), we changed the employer's reporting period to the close of the third business day. We added language distinguishing between the types of refusals employers and MROs must report. We also added the requirement that employers report all drug and alcohol violations based on an employer's actual knowledge and established evidentiary requirements for those reports. New paragraph (b)(3) identifies documentation requirements for the reporting of "failure to appear" test refusals. New paragraph (b)(6) requires owner-operators who employ themselves as drivers to designate a C/ TPA to comply with all employer related reporting requirements with respect to the individual's drug and

alcohol use. We provided new language for paragraph (c) that makes clear that C/TPAs are subject to the reporting requirements of the employers on whose behalf they report. Paragraph (c) also makes clear that the employer remains responsible for compliance regardless of whether it uses a C/TPA. We simplified the language in the introductory paragraph of paragraph (d) and amended paragraph (d)(2) to make clear that a SAP has until the close of the following business day to report his or her required information to the Clearinghouse. In paragraph (e), we expanded the responsibility for reporting information to the Clearinghouse truthfully and accurately by prohibiting anyone from reporting information he or she should know is false or inaccurate.

In § 382.711(b), we added the requirement that an employer update its service agent designation within 10 days of making a change. In paragraph (d), we extended the rules governing C/TPA registration to all service agents. We updated the text throughout the final rule to conform to this change.

In § 382.715, we updated the language to make clear that an employer must authorize a C/TPA or other service agent before they can enter any information into the Clearinghouse on the employer's behalf. In response to comments, FMCSA added paragraph (b) to make clear that it is the employee, not the employer, who designates a SAP to enter information about the employee.

We made changes to the procedures in § 382.717 for correcting information in the Clearinghouse. Any request for correction must be addressed to FMCSA's Drug and Alcohol Program Manager and must include the words "Administrative Review of Drug and Alcohol Clearinghouse Decision." We shortened FMCSA's period for expedited treatment of a request for data correction from 30 days to 14 days and added a provision that requires the Agency to notify employers that previously accessed information was subsequently corrected or removed. We re-ordered the paragraphs, so that paragraph (a) clearly states that this section may only be used for data correction, with three exceptions related to a DUI citation that did not result in a conviction and reporting violations based on an employer's actual knowledge and a driver's refusal to appear for a test.

In § 382.725, we clarified that an SDLA's access to the Clearinghouse is solely for the purpose of determining whether the driver is qualified to operate a CMV. Finally, we amended part 383 to implement the statutory

<sup>&</sup>lt;sup>6</sup> Bureau of Labor Statistics, "Occupational Employment and Wages," May 2014, http:// www.bls.gov/oes/current/oes299011.htm#ind.

requirement that SDLAs query the Clearinghouse in connection with the issuance, upgrade, transfer, or renewal of a CDL.

In § 383.73, we made changes to reflect the new requirement that SDLAs check the Clearinghouse before issuing, renewing, transferring or upgrading a CDL.

In § 391.23, we made changes to require employers subject to § 382.701(a) to use the Clearinghouse to conduct drug and alcohol background investigations.

## VI. Section-by-Section Explanation of Changes From the Notice of Proposed Rulemaking

FMCSA amends parts 382, 383, 384, and 391 in the following ways.

## A. Part 382

#### Section 382.103

In § 382.103, "Applicability," this final rule makes clear that the requirements of part 382 apply to service agents; otherwise this section remains as proposed.

### Section 382.107

In § 382.107, this final rule includes definitions of "Clearinghouse" and "Negative return-to-duty test," which remain as proposed. "Clearinghouse" means the database implemented by this final rule that contains records of drug and alcohol program violations. A "negative return-to-duty test" is a negative drug test or an alcohol test showing an alcohol concentration of less than 0.02.

In response to comments, FMCSA removed the definition of "positive alcohol test" for the reasons explained in this final rule's response to comments.

## Section 382.123

The Agency proposed to amend this section to require anyone filling out an ATF or CCF to record the employee's CDL number and State of issuance on the form. That requirement remains as proposed. FMCSÂ also proposed to require that the person filling out the form record the USDOT Number or EIN of the employer requesting the test. FMCSA requested that information so that laboratories could produce annual reports summarizing drug testing activity for specific employers. As discussed in the response to comments on this matter, the Agency eliminated the annual summary requirement. Without the annual summary requirement, it is not necessary to record USDOT Numbers or EINs on the ATF or CCF.

#### Section 382.217

FMCSA proposed a new § 382.217 that would prohibit an employer from allowing a driver to operate a CMV if the Clearinghouse has a record that shows that the driver has not successfully completed the return-toduty process required by 49 CFR 40.305. The core function of this section remains as proposed, with several changes to conform to updates in other sections of the rule. The first change removes reference to a "positive alcohol test" and replaces it with the specific alcohol test result that constitutes a violation (0.04 BAC or higher). The remaining several changes update § 382.217 to prohibit an employer from allowing a driver to operate a CMV if the Clearinghouse shows any violation of part 382, subpart B, including violations based on actual knowledge of drug or alcohol use. This conforms to changes in § 382.701, discussed in the relevant response to comments section of this rule.

### Section 382.401

Section 382.401, as proposed, was intended to require employers to keep records of all reportable drug and alcohol violations for a minimum of 5 years. As discussed in the response to comments on this issue, the proposed changes caused some confusion. Accordingly, this final rule makes clear that employers are required to keep records of all employee drug and alcohol violations for a minimum of 5 years.

## Section 382.405

The changes to § 382.405 remain as proposed. Section 382.405(d) requires service agents who maintain records for an employer to make copies of all DOT drug and alcohol test results available to the Secretary, any DOT agency, or any State or local officials with regulatory authority over the employer. Paragraph (e) authorizes FMCSA to provide the NTSB access to a CDL driver's records in the Clearinghouse when that driver is involved in a crash under investigation by the NTSB and requires employers to disclose information related to the administration of post-accident testing following the crash under investigation.

## Section 382.409

The changes to § 382.409 remain as proposed. The changes add the Clearinghouse to the list of entities to which an MRO or C/TPA is authorized to release a driver's drug test results. They also amend the title of § 382.409 to add the words "or consortium/third party administrator" so that it reads "Medical review officer or consortium/

third party administrator record retention for controlled substances" to reflect more accurately the contents of the section.

#### Section 382.413

In response to comments, this final rule includes changes to § 382.413. That section previously required employers to request drug and alcohol testing information from an employee's employers during the preceding 2 years. First, we changed the scope of § 382.413 to cover drug and alcohol testing information during the preceding 3 years. This change reconciles § 382.413 with § 391.23(e), which currently requires employers to gather information going back 3 years. Second, § 382.413 now provides that an employer who queries the Clearinghouse does not have to make an additional request to previous FMCSAregulated employers for this information once the Clearinghouse has been in effect for 3 years. In other words, querying the Clearinghouse will satisfy the § 382.413 background investigation requirement—but only with respect to FMCSA-regulated employers. Employers must continue to request information from previous employers if the employee was subject to drug and alcohol testing under an employer regulated by one of the other DOT modes.

For example, an FMCSA-regulated employer would have to request drug and alcohol information about employees who were subject to testing under Federal Railroad Administration, Federal Aviation Administration, or other modes' regulations. If an employee violates the drug or alcohol testing program with an employer regulated by another mode, that person may not perform safety-sensitive functions for motor carrier employers until he or she successfully complies with the part 40 return-to-duty process. Because records of violations with non-FMCSAregulated employers will not be reported to the Clearinghouse, employers must continue to request those records directly from the previous employers.

In addition, we added an exception pertaining to drivers who are subject to follow-up testing who have not completed their follow-up testing plan. In such cases, the gaining employer is required to request that information from the previous employer since the number, type, and duration of follow-up tests will not be reported to the Clearinghouse.

Section 382.415

Section 382.415 remains largely as proposed. That section requires an employee to notify all current employers when he or she violates the drug and alcohol rules in part 382. FMCSA intends that employees notify all current employers, aside from the employer that administered the test. The purpose of this section is to place an obligation on an employee with multiple employers to notify all other employers when he or she has a drug or alcohol violation with one of them. As discussed above, there was some confusion about how this section should work. Accordingly, the Agency amended the proposal to make clear that the employee need not notify the employer that ordered the test or documented the violation.

#### Section 382.601

Section 382.601 remains largely as proposed. That section requires an employer to promulgate a policy on the misuse of drugs and alcohol and to provide educational materials on the subject to its new and current employees. This rule requires that materials required under this section put employees on notice that information on drug and alcohol violations will be reported to the Clearinghouse. FMCSA made several changes to the proposal to conform to other changes in this final rule. The first change removes reference to a "positive alcohol test" and replaces it with the specific result that constitutes a violation (0.04 BAC or higher). The remaining changes update the type of violations reportable to the Clearinghouse to include all violations in part 382, subpart B, including those based on actual knowledge of drug or alcohol use.

B. Part 382, Subpart G (§§ 382.701 Through 382.727)

## Section 382.701

This section sets out the basic requirements for querying the Clearinghouse. Paragraph (a) requires employers to conduct a pre-employment query on all prospective drivers to determine if they have drug or alcohol program violations. We made two organizational changes to paragraph (a). First, we added a paragraph title, "Preemployment query required" to alert the reader to the subject of the paragraph. Second, to provide better organization for the reader, we separated paragraph (a) into two subparagraphs. In paragraph (a)(1), we establish the employer's requirement to conduct a preemployment query and identify the

different types of drug and alcohol violations that will be searched in the query. We updated the language in that paragraph to remove reference to a positive alcohol test, as discussed above. Also as discussed above, we updated the language in this section to include all of the prohibitions in part 382, subpart B, that constitute violations of FMCSA's drug and alcohol program, including all violations based on an employer's actual knowledge, as defined at § 382.107.

In paragraph (a)(2), we added new language to state explicitly that an employer must have a prospective employee's specific consent for a full release of information before it can conduct a pre-employment query. We refer to this type of query as a full query, meaning that the consent obtained grants the employer access to information about that driver. This is distinguished from a limited query, described in § 382.701(b)(2), which tells the employer whether there is any information in the Clearinghouse about that driver, but does not provide access to the information without further consent.

For paragraph (b), we added a title, "Annual query required," and separated the paragraph into three subparagraphs for organizational reasons. Paragraph (b)(1) requires employers to conduct a Clearinghouse query for all employees at least once a year to find out whether there is any information in the Clearinghouse about those employees. Paragraph (b)(2) explains that an employer may, but is not required, to conduct a full query. The employer may choose, instead, to conduct a limited query, which alerts the employer to whether information exists in the Clearinghouse about a particular employee, but does not release the substance of the information without additional specific consent from the employee. Paragraph (b)(3) tells the employer that if it conducts a limited query and the Clearinghouse reports back that it contains information about a particular employee, the employer must conduct a full query within 24 hours to determine whether that information shows that the employee is prohibited from performing safetysensitive functions. Once 24 hours pass, the employer may not allow the employee to perform safety-sensitive functions until it has completed the full query and the results show that the driver does not have any violations prohibiting him or her from performing safety-sensitive functions. We added language making this last point more clear.

As proposed, paragraph (c) provided that the Clearinghouse would notify employers if new information appeared in the Clearinghouse within 7 days of conducting a query. We include two changes to this paragraph in this final rule. First, similar to changes made to paragraphs (a) and (b), FMCSA added the following title for organizational purposes: "Employer notification." Second, as discussed in the response to comments on this matter, FMCSA extended the new information notification period to 30 days.

Paragraph (d) prohibits an employer from allowing an employee to drive if its Clearinghouse query shows that the employee has committed one of the part 382, subpart B, drug and alcohol violations without completing the return-to-duty process. We made two changes to this paragraph as a part of this final rule. First, like changes we made in the preceding paragraphs, we added a title for organizational purposes: "Prohibition." Second, we updated the language in this section to include all of the prohibitions in part 382, subpart B, that constitute violations of FMCSA's drug and alcohol program, including those based on an employer's

actual knowledge.
Paragraph (e) remains substantively as proposed. It requires employers to

maintain records of all Clearinghouse queries. FMCSA amended this section to clarify that the employer can maintain those records on the Clearinghouse system so long as its Clearinghouse registration is valid. Regardless, nothing prohibits an employer from maintaining the records as a part of its own recordkeeping system. FMCSA made only one change to proposed paragraph (e): It now includes a title, "Recordkeeping

required," for organizational purposes.

## Section 382.703

Section 382.703 remains largely as proposed. This section provides that no employer may obtain information about an individual from the Clearinghouse without that individual's express consent. It also provides that an employee cannot perform safetysensitive functions if he or she refuses to give this consent. We updated the language in this section to make clear that the employee grants consent for the employer to view information about all of the driver's part 382, subpart B drug and alcohol violations, including those based on the employer's actual knowledge, as well as return-to-duty information. We also make clear, in new paragraph (d), that the driver must provide electronic consent to FMCSA before the Agency releases

Clearinghouse records to the employer. Paragraph (d), as it appeared in the NPRM, pertained to a driver's consent for FMCSA to release information under § 382.701(c). The text of that paragraph is unchanged and is now new paragraph (e).

## Section 382.705

Section 382.705 describes who is responsible for reporting information to the Clearinghouse. This paragraph contains several key changes and additions. Paragraph (a) lays out MRO reporting responsibilities, which include reporting verified positive, adulterated, or substituted test results and those results the MRO determines to be a refusal. This paragraph explains what information the MRO will report, including information identifying the driver and test results. The MRO is required to report this information within 2 business days of reaching a determination. But if the MRO subsequently makes a change to its determination, it must report that change by the close of the next business day.

In response to comments, the Agency changed the initial MRO reporting period from 1 day to 2 days. Second, FMCSA simplified the instructions for recording a driver's CDL number and State of issuance. Finally, the Agency eliminated the requirement that MROs report the requesting employer's USDOT Number or EIN. As discussed above, FMCSA will no longer be collecting USDOT Numbers or EINs.

Paragraph (b) lays out employer responsibilities for reporting an alcohol confirmation test with a concentration of 0.04 or higher, alcohol refusals, drug refusals that do not involve an MRO determination, negative return-to-duty tests, and successful completion of follow-up tests. The NPRM required the employer to report this information by the close of business the day after having received notice of the determination. In order to accommodate the employer's need to comply with new documentation requirements for reporting certain violations, described below, we changed the reporting period to the end of the third business day following the date on which the employer obtained the violation information.

When an employer has actual knowledge, as defined at § 382.107, that an employee has used alcohol on duty, before duty, or prior to taking a post-accident test, or that an employee used drugs in violation of FMCSA's drug and alcohol regulations, the employer must report that use to the Clearinghouse. The employer must report all instances

of actual knowledge of prohibited drug or alcohol use by the close of the third business day following the day the employer became aware of the use. As discussed in the response to comments, paragraph (b) requires the employer to report detailed information on its knowledge of the drug or alcohol use and further requires the employer to provide evidence to substantiate the employee's violation, and to demonstrate that this evidence was provided to the employee. No employer may report actual knowledge of drug or alcohol use after the close of the third business day following the day the employer became aware of the use.

Paragraph (b)(3) also identifies employer responsibilities for reporting "failure to appear" test refusals to the Clearinghouse. As explained in the response to comments, paragraph (b) identifies the types of documentation that employers, and the C/TPAs' designated as their service agents, must submit each time they report a "failure to appear" refusal and requires the employer to demonstrate that the documentation was provided to the employee.

New paragraph (b)(6) requires owneroperators who employ themselves as drivers to designate a C/TPA to comply with all employer-related reporting requirements with respect to the individual's drug and alcohol use.

Paragraph (c) ľays out a C/TPA's Clearinghouse reporting responsibilities. In the NPRM, we provided a detailed list of all of the information an employer could ask a C/TPA to report. The comments we received indicated, however, that this approach caused confusion about how a C/TPA reports to the Clearinghouse. To eliminate this confusion, this final rule simply states that when a C/TPA acts on behalf of an employer, that C/TPA stands in the shoes of the employer with respect to all of the rights and responsibilities the employer delegated to it. Accordingly, a properly authorized C/TPA can fulfill any of an employer's responsibilities under paragraph (b). That said, an employer does not discharge its responsibilities under paragraph (b) when it delegates compliance to a C/TPA; the employer remains responsible for compliance with paragraph (b) regardless of whom it assigns to interact with the Clearinghouse on its behalf.

Paragraph (d) requires a SAP to report to the Clearinghouse when he or she conducts an initial assessment of an employee and when an employee completes the return-to-duty process. The NPRM proposed that the SAP make these reports within 1 business day

following the day of the event or determination that triggered the reporting obligation. After consideration of comments, we changed the reporting period to require SAPs to complete their reporting requirements by the close of the business day after the event that triggered their reporting responsibility. In addition, as discussed above in the response to comments, we no longer require that the SAP report the follow-up testing plan to the Clearinghouse. SAPs will continue to provide that information directly to employers in accordance with 49 CFR 40.311.

Paragraph (e) obligates anyone reporting to the Clearinghouse to do so truthfully and accurately. As discussed in the Response to Comments section, we changed this final rule to prohibit anyone from reporting anything he or she knows or *should know* to be untruthful or inaccurate.

## Section 382.707

Section 382.707 remains as proposed. This section requires FMCSA to notify a driver when information about that driver is entered in, revised, or removed from the Clearinghouse. It also requires FMCSA to notify a driver when information from the Clearinghouse is released to an employer and to state the reason for the release. The Agency will send a letter by U.S. Mail to the address on record with the SDLA that issued the driver's CDL unless drivers provide an alternate address or method of communication, such as electronic mail (email).

## Section 382.709

Section 382.709 remains essentially as proposed. This section grants a driver the right to review information in the Clearinghouse about himself or herself. This section now makes clear that, in order to access such information, a driver must register with the Clearinghouse.

## Section 382.711

Under § 382.711(a), all users must register with the Clearinghouse before querying or reporting any information. In the proposal, this paragraph stated that only employers and their service agents had to register. This language inadvertently excluded service agents that work for employees, *i.e.* SAPs, who also must register. We corrected this oversight by changing the language in this section to provide that each employer and each service agent must register with the Clearinghouse.

Paragraph (b) explains what an employer must do to register with the Clearinghouse. The employer must provide contact information, USDOT Number, names of authorized users, and authorizations for service agents, if the employer uses them. The employer must keep its list of authorized users current, but at a minimum, will be required to re-authorize them annually. With respect to service agents, FMCSA added the requirement that employers must update their designations within 10 days of a change.

Paragraph (b) is different from the proposal in three ways. First, with respect to the contact information an employer must provide, we removed reference to the EIN. FMCSA will not allow a motor carrier to use an EIN in lieu of a USDOT Number for identification purposes. All motor carriers must use  $\bar{t}$ heir USDOT Numbers to register. If an employer does not have a USDOT Number, it will leave this field blank. Second, we updated the language in paragraph (b)(3) to include service agents (other than C/TPAs) as entities that can act on an employer's behalf for querying and reporting to the Clearinghouse. Finally, to eliminate any confusion about an employer's obligation to update service agent designations, we included the 10-day period for reporting a change in service agent designation.

Paragraph (c) is the same as was proposed in the NPRM. It explains what MROs and SAPs must do to register with the Clearinghouse. MROs and SAPs must provide contact information, certification that the MRO or SAP meets the minimum requirements in part 40 for MROs or SAPs, and documentation that shows that the MRO or SAP meets those minimum qualifications or training requirements. For example, an MRO would be required to provide documentation showing that he or she is a licensed physician, as required by § 40.121(a), and has completed the required training or re-training requirements in § 40.121(c). He or she would also be required to certify that he or she has the basic knowledge and experience related to drug testing and DOT regulations, as required by § 40.121(b). A SAP would be required to provide documentation showing that he or she is licensed or certified to provide substance abuse counseling in accordance with the requirements of § 40.281(a), has completed the qualification training in § 40.281(c), and has completed the continuing education requirements in § 40.281(d). He or she would also be required to certify that he or she has the basic knowledge and experience related to substance abuse diagnosis and treatment, SAP functions, and DOT drug and alcohol testing regulations required by § 40.281(b).

Paragraph (d) remains largely as proposed. It explains what C/TPAs and other service agents must do to register with the Clearinghouse. They must provide contact information and names of authorized users. Similar to employer requirements in paragraph (b), C/TPAs and other service agents must verify their authorized users annually. The Agency made some changes to the text to make clear that these registration requirements apply to C/TPAs as well as other service agents acting on an employer's behalf.

#### Section 382.713

Section 382.713 remains as proposed. It explains the terms under which Clearinghouse registrations remain active, or are revoked or cancelled. The initial Clearinghouse registration term is 5 years unless the Agency takes action to revoke or cancel it. The Agency will cancel any registrant that does not use the Clearinghouse for 2 years. The Agency also has the authority to revoke the Clearinghouse registration of anyone who does not comply with Clearinghouse regulations.

#### Section 382.715

Section 382.715(a) requires employers to authorize C/TPAs or other service agents to access the Clearinghouse on their behalf before the C/TPA or other service agent can enter information on their behalf into the Clearinghouse. Similarly, paragraph (b) requires employees to authorize a SAP before the SAP can enter information about the employee's return-to-duty process.

The final rule differs from the proposal in several respects. Originally, this section had only one paragraph that required employers to designate C/TPAs acting on their behalf. Changes implemented in this final rule require employers to designate any other service agents authorized to enter information on the employer's behalf as well. That original paragraph is now paragraph (a). In response to comments, FMCSA added paragraph (b) to make clear that it is the employee, not the employer, who designates a SAP to enter information about the employee.

### Section 382.717

Section 382.717 explains the procedures for a driver to request that FMCSA change information reported incorrectly to the Clearinghouse. We reordered the paragraphs in the final rule to highlight that the procedures in this section may be used primarily to request data correction. Accordingly, paragraph (a), which was proposed as paragraph (c), explains that no driver may use the procedures in § 382.717 to

challenge a particular test result. The procedures are for challenging information that was not accurately reported. Paragraph (a) contains two exceptions related to reporting violations based on an employer's actual knowledge of drug or alcohol use and one exception related to reporting a driver's failure to appear for a test. The first remains as proposed: A driver may petition the Agency to remove a violation when it is based on the driver receiving a citation for DUI in a CMV and the citation does not result in a conviction. The second is new: A driver may petition the Agency to remove a report of a violation that does not meet the minimum reporting requirements, including evidentiary requirements, provided in § 382.705(b)(5). The third exception is also new: A driver may petition for removal of a report of a "failure to appear" refusal that does not meet the reporting requirements in new § 382.705(b)(3).

Paragraph (b), which was proposed as paragraph (a), provides that the petition must include information identifying the driver and the information he or she wants to be corrected, the reasons he or she believes the information is inaccurate, and evidence supporting his or her challenge. As noted above, we removed the proposed requirement that petitions be submitted within 18 months of the date the allegedly incorrect information was reported to the Clearinghouse.

The address for submitting the petition is in paragraph (c), which was originally proposed as paragraph (b). FMCSA added "Attention: Drug and Alcohol Program Manager" to the address as a part of this final rule. In addition, we added the option for electronic submission of petitions through the Clearinghouse system; the precise means by which electronic submission is accomplished will be addressed during the implementation process. In order to reflect the addition of an electronic submittal option, we changed the title of the paragraph from "Address" to "Submission of Petition".

Paragraph (d) provides that FMCSA will inform the driver of its decision to remove, retain, or correct the driver's information in the Clearinghouse and will explain the basis for its decision. The Agency reduced, from 90 days (as proposed) to 45 days, the time in which it will respond to petitions submitted under this section. We believe that the electronic submission of petitions will allow us to process those requests more efficiently.

Paragraph (e) provides an option for drivers to request expedited treatment. A driver may request expedited

treatment only if the driver is prohibited from performing safety-sensitive functions because of the information incorrectly reported under paragraph (a)(1) or (2). If the request is granted, FMCSA will subsequently issue a decision within 14 days of receiving a complete petition. Submission of a petition for correction does not authorize a driver to resume safetysensitive functions or otherwise stay the effective date of the driver's prohibition on performing safety-sensitive functions. Paragraph (e) remains as proposed with one exception. This final rule shortens the time for FMCSA to consider an expedited request from 30 to 14 days. The reasons for this change are discussed in the response to comments discussion.

Paragraph (f) explains that a driver may seek administrative review if FMCSA does not grant his or her petition for correction. The driver must submit a request, with the words "Administrative Review of Drug and Alcohol Clearinghouse Decision' conspicuously noted at the top of the document, to FMCSA's Associate Administrator for Enforcement. The request must explain the basis for administrative review and provide all supporting explanations and documents. FMCSA will issue a decision within 30 days and that decision will constitute the final agency order on the matter. Paragraph (f) remains largely as proposed, except that this final rule added the requirement for prominent display of "Administrative Review of Drug and Alcohol Clearinghouse Decision" at the top of the request and the option to submit the request electronically through the Clearinghouse. We reduced the time in which the Agency will complete its administrative review from 60 days (as proposed) to 30 days because we believe the electronic submission of requests for review will allow for a speedier resolution. The 30-day time frame is also consistent with the administrative review provisions of the Privacy Act.

In response to comments, we added a new paragraph (g). That paragraph explains that after FMCSA corrects or removes information in response to a petition, it will notify any employer that viewed the incorrect information that a correction has been made.

### Section 382.719

Under § 382.719, the Clearinghouse will stop releasing information about a driver's drug and alcohol violations under the following conditions: (1) The SAP reports all of the required information about the initial assessment and driver completion of the return-to-

duty process; (2) the employer reports that the driver had a negative return-toduty test; (3) the employer reports that the driver completed all of the prescribed follow-up tests; and (4) 5 years have passed since the date of the violation determination, which is the date the violation was submitted to the Clearinghouse. Unless all of these conditions are satisfied, information in the Clearinghouse will remain available to employers with authorized access. As previously noted, exceptions apply to records otherwise removed from the Clearinghouse, such as a DUI citation not resulting in a conviction or records removed in accordance with § 382.717. Once these conditions are satisfied and the information is removed, FMCSA will maintain an archived record of this information—not available to employers—for internal use such as research into the effectiveness of the drug and alcohol program, auditing for compliance with this rule, and identifying non-compliant employers or employees for enforcement action.

This final rule differs from the proposal in one critical aspect: How long the Clearinghouse will make records available to employers before moving them to the archives. In the NPRM, FMCSA announced a dual proposal concerning the searchable records retention period. Based on the language of MAP-21, the Agency concluded that there was a basis for making the minimum period for which employers could search records either 3 or 5 years. After considering comments, we conclude that the statutory provisions in MAP-21, as well as overarching safety considerations, compel the Agency to implement the 5-year retention period. A full discussion of the Agency's analysis is in the response to comments.

## Section 382.721

Section 382.721 remains as proposed. It authorizes FMCSA to collect fees from entities that are required to query the Clearinghouse. The Agency is prohibited, however, from collecting fees from drivers accessing their own records.

### Section 382.723

Section 382.723 remains as proposed. It prohibits unauthorized access to the Clearinghouse, inaccurate or misleading reporting to the Clearinghouse, and unauthorized disclosure of information obtained from the Clearinghouse. Employers are limited to using information from the Clearinghouse for determining whether a driver is prohibited from operating a CMV. And employers may not divulge any

information to anyone not directly involved in that determination. Anyone who violates the requirements of this section is subject to the civil and criminal penalties in § 382.507. This section would not prohibit FMCSA from accessing information in the Clearinghouse for research, auditing, or enforcement purposes. For example, FMCSA could use the information in the database to identify trends in testing data that could help the Agency focus its oversight activities.

#### Section 382.725

Section 382.725 requires each State chief commercial driver's license official to obtain information in the Clearinghouse about an applicant for a CDL for the purpose of determining whether that applicant is qualified to operate a CMV. The applicant is not required to grant prior consent; an applicant is deemed to have granted consent by virtue of applying for a CDL. The chief commercial driver's license officials are required to protect the privacy and confidentiality of the information they receive. Failure to comply will result in the official losing his or her right of access.

As proposed, this section authorized, but did not require, States to access the Clearinghouse. As discussed in the response to comments, section 31306a(h)(2) makes access permissive, but MAP–21 amendments to section 3131(a) make it mandatory. To implement the amendments to section 31311(a), this final rule will require that States query the Clearinghouse to determine whether an applicant is qualified under FMCSA's regulations to operate a CMV.

FMCSA is aware that some States have licensing standards that prohibit applicants from obtaining CDLs if they failed or refused a drug or alcohol test, or have other drug and alcohol program violations. This rule also will permit those States to use the information in the driver's record, obtained from the Clearinghouse, to determine whether the individual is qualified to operate a commercial motor vehicle in accordance with applicable State laws and regulations. This implements the permissive access requirements of section 31306a(h)(2) and reconciles the two different types of access referenced in that section and the amendments to section 31311(a).

## Section 382.727

Section 382.727 remains as proposed. It explains that there are civil and criminal penalties for violations of the Clearinghouse regulations. As stated above, 49 CFR 382.507 already

establishes civil and criminal liability for employers and drivers who violate any provision of 49 CFR part 382; however, § 382.727 extends civil and criminal liability to all employees, medical review officers, and service agents for violations of 49 CFR part 382, subpart G.

C. Part 383

Section 383.73

This final rule includes changes to the CDL standards in part 383 that were not proposed in the NPRM. As discussed above and in the response to comments. these changes implement the statutory requirement that SDLAs obtain driver information from the Clearinghouse before issuing a CDL. Accordingly, new paragraphs (b)(10), (c)(10), (d)(9), and (e)(8) require the States to query the Clearinghouse before issuing a new, renewed, upgraded, or transferred CDL. FMCSA will work with the States to provide for an automatic, electronic query system to minimize costs and maximize efficiencies.

D. Part 384

Section 384.235

This final rule includes a conforming change to part 384. FMCSA recognizes the need to hold States accountable to request information from the Clearinghouse in accordance with the new changes to § 383.73.

E. Part 391

**Section 391.23** 

This final rule includes changes to § 391.23(e) and (f) that were not proposed in the NPRM. Section 391.23(e) requires employers to investigate a prospective employee's drug and alcohol compliance history during the preceding 3 years. Section 391.23(f) prohibits employers from allowing a driver to operate a CMV if he or she refuses to grant consent for the release of his or her information. As discussed above and in the response to comments, section 31306a(f)(3) requires employers to use the Clearinghouse to conduct this background investigation. Once the Clearinghouse has been in operation for 3 years, any preemployment query will provide the employee's 3-year compliance history. To implement the requirement in section 31306a(f)(3) and to avoid redundant searches and investigations, the Agency amended § 391.23(e) to state that an employer subject to § 382.701(a) must query the Clearinghouse, after it has been in operation for 3 years, to satisfy the drug and alcohol background investigation requirement. Similarly, the Agency amended § 391.23(f) to prohibit an employer from allowing a driver to operate a CMV if he or she refuses to grant consent for the query.

As explained in § 382.413, however, employers must continue to request information from previous employers if the employee was subject to drug and alcohol testing under an employer regulated by one of the other DOT modes. For employees subject to follow-up testing who have not completed their follow-up testing plan prescribed by the SAP, gaining employers must continue to request the follow-up plan from the previous employer because that information will not be reported to the Clearinghouse.

### VII. Regulatory Analyses and Notices

Executive Order (E.O.) 12866 (Regulatory Planning and Review and DOT Regulatory Policies and Procedures as Supplemented by E.O. 13563 (Improving Regulation and Regulatory Review)

FMCSA has determined that this rulemaking is an economically significant regulatory action under section 3(f) of Executive Order (E.O.) 12866, Regulatory Planning and Review, as supplemented by E.O. 13563 (76 FR 3821, January 21, 2011). It also is significant under Department of Transportation regulatory policies and procedures because the economic costs and benefits of the rule exceed the \$100 million annual threshold and because of the substantial congressional and public interest concerning the crash risks associated with CMV drivers operating while under the influence of drugs or alcohol. FMCSA has prepared a Regulatory Impact Assessment (RIA) of the benefits and costs of the rule. The summary of the RIA follows.

RIA Estimates of Benefits and Costs

In the Initial RIA, the Agency estimated the annual benefit of the proposed rule at \$187 million and the annual cost at \$186 million. The present value of the proposed rule was \$9 million at a 7 percent discount rate. The Final RIA estimates the annual benefit of the final rule at \$196 million and the annual cost at \$154 million. The present value of the final rule is estimated at \$42 million at a 7 percent discount rate.

The principal factor causing the reduction in costs is the analytical change necessary to account for the recent program concerning the testing rate for annual random drug tests. Effective January 1, 2016, the random drug testing rate is now 25 percent of drivers employed by a carrier, as opposed to 50 percent. This change was

made pursuant to 49 CFR 382.305, and is unrelated to the Clearinghouse or the final rule. The industry has been in operation for less than a year at the lower testing rate. Therefore, no drug survey data is available that indicates that the random positive drug test rate has, or will, materially diverge from the three-year average of positive test rates used to estimate the number of positive random drug tests for the forecast period. This change reduces the estimate of the number of annual random positive drug tests from 28,000 in the Initial Regulatory Impact Analysis to 10,000 in the Final Regulatory Impact Analysis. The principal effect of this change is a reduction in return-to-duty costs from the \$101 million estimated in the Initial Regulatory Impact Analysis to \$56 million. The final analysis also includes updates of drug and alcohol survey data through 2013 and crash statistic. These changes had a modest impact on estimated benefits and estimated costs other than return-toduty costs.

All employers subject to the drug and alcohol testing regulations are required to query the Clearinghouse (1) on an annual basis to determine whether their employees have drug or alcohol violations that would prohibit them from performing safety-sensitive function and (2) as part of a prospective driver's pre-employment screening process.

Given the established, sizeable success of mandatory testing programs on crash reduction, concrete improvements in the process of disseminating positive-test results and making them accessible to employers are expected to bring substantial benefits.

The Agency estimates about \$196 million in annual crash reduction benefits from the rule, which consists of \$55 million from the annual queries and \$141 million from the pre-employment queries. FMCSA estimates about \$154 million in total annual costs, which include costs for:

- \$29 million that is the estimated monetized value of employees' time to prepare annual employer queries;
- \$11 million that is the estimated monetized value of employees' time to prepare pre-employment queries;

<sup>&</sup>lt;sup>7</sup> Jacobson, Mireille, "Drug Testing in the Trucking Industry: The Effect on Highway Safety," The Journal of Law and Economics, April 2003, Vol. 46, pp.130–156.

Brady, Joanne E., Susan P. Baker, Charles DiMaggio, Melissa McCarthy, George W. Rebok, and Guohua Li, "Effectiveness of Mandatory Alcohol Testing Programs in Reducing Alcohol Involvement in Fatal Motor Carrier Crashes," American Journal of Epidemiology, Vol. 170, No. 6, pp.775–782 (Advance Access Publication 19-August-2009).

- \$3 million for employers to designate service agents, and \$1 million for SAPs to report initiation of the return-to-duty Initial Assessment;
- \$5 million incurred by various reporting entities to register with the Clearinghouse, verify authorization, and become familiar with the rule, plus an additional \$700,000 for these entities to report positive tests;
- \$35 million of fees and consent and verification costs consisting of \$24 million in Clearinghouse access fees incurred by employers for preemployment queries, limited annual queries and full annual queries, plus \$11 million of the monetized value of drivers' time to provide consents to employers and verification to FMCSA to
- allow employers access to drivers' records.:
- \$2.2 million for development of the Clearinghouse and management of records;
- \$56 million incurred by drivers to go through the return-to-duty process, including \$7 million of opportunity costs incurred by drivers for those hours in which they are in substance abuse education and treatment programs; and
- \$11.5 million of opportunity costs incurred by employers due to lost onduty hours of drivers suspended from safety-sensitive functions until successful completion of the returnduty-process.

The annual net benefit of the rule is \$42 million. The 10-year projection of net benefits is \$316 million when discounted at 7 percent and \$369 million when discounted at 3 percent. Estimated benefits include only those associated with reductions in CMV crashes.

FMCSA could not precisely quantify improved health, quality-of-life improvements, and increased life expectancy for CMV drivers. The Agency believes these non-quantified benefits are significant, and, if they were included in the benefits estimates, would clearly result in net benefits in excess of the estimated \$38 million annual benefit. The net benefit of the final rule is summarized in the table below.

## TOTAL NET BENEFIT PROJECTION OVER A 10-YEAR PERIOD

Total	Annual	10-year	10-year
Discount rate	Ailliuai	7%	3%
Total Benefits Total Costs Total Net Benefits	\$196,000,000 154,000,000 42,000,000	\$1,472,985,521 1,157,345,7665 315,639,0754	\$1,722,077,349 1,353,060,774 369,016,575

## Benefit Analysis

The benefits of the rule derive from reductions in crashes due to the additional information on employeefailed and -refused drug and alcohol tests disseminated through the annual and pre-employment queries. The rationale is that drivers who fail or refuse drug and alcohol tests are assumed to be more crash-prone than drivers who take and pass these tests. Further, queries of the Clearinghouse provide the information on positive tests that prevents these identified drivers from operating until they successfully complete the return-to-duty process. Given this, the benefits of the rule are the reduction in crashes by drivers kept off the road by queries of the Clearinghouse. The Clearinghouse makes available information that employers would not otherwise obtain or be able to act on.

A major study on the effectiveness of mandatory *alcohol-testing* programs in reducing alcohol involvement in fatal motor carrier crashes was published in 2009.<sup>8</sup> The research analyzed data <sup>9</sup> on about 69,000 motor carrier drivers (and about 83,000 non-motor carrier drivers)

involved in about 66,000 fatal multivehicle crashes over the 25 years from 1982 through 2006. Given that mandatory alcohol testing programs for motor carrier drivers began in 1995, this provides 13 years of data before the program was implemented and 12 years of data after implementation, which allows for a robust examination of the effectiveness of the program. The authors also controlled for age, gender, recent-past driving-while intoxicated (DWI) convictions, whether or not the driver survived, and other characteristics. These controls allowed for the specific isolation of whether (1995-2006) or not (1982-1994) the existence of a mandatory alcohol-testing program affected whether or not the fatal crash involved alcohol.

The authors performed multivariate logistic-regression analyses that estimated the effects of the above-listed factors on whether or not alcohol was involved in the fatal crash. Whether or not alcohol was involved in the crash was defined by a blood-alcohol-level (BAC) greater than or equal to 0.01 grams per deciliter (g/DL) for the driver involved in the fatal crash. With the controls for driver age, gender, history of driving while intoxicated, and survival status, "implementation of the mandatory alcohol testing programs was found to be associated with a 23 percent reduced risk of alcohol involvement in fatal crashes by motor-carrier

drivers." <sup>10</sup> The authors concluded that the "results from this study indicate that mandatory alcohol-testing programs may have contributed to a significant reduction in alcohol involvement in fatal motor carrier crashes." <sup>11</sup> Given the authors' estimate that the program reduces the risk by 23 percent, the Agency applies this percentage reduction to fatal crashes involving drivers for whom post-crash alcohol tests are positive.

A major study on the effectiveness of drug-testing programs in reducing fatal motor carrier crashes was published in 2003.  $^{12}$  The research analyzed data  $^{13}$  from all States (except Hawaii) for the 16 years from 1983 through 1998, generating 784 annual observations of fatal crashes (784 years = 49 States  $\times$  16 years per State). Federal drug-testing legislation passed in 1990, and 13 states passed drug-testing legislation between 1987–89, $^{14}$  so this provides many years of data both before and after the program implementation, allowing for a robust analysis of the effectiveness of

<sup>&</sup>lt;sup>8</sup> Brady, JE, Baker SP, DiMaggio C, McCarthy ML, Rebok GW, Li G, "Effectiveness of Mandatory Alcohol Testing Programs in Reducing Alcohol Involvement in Fatal Motor Carrier Crashes." American Journal of Epidemiology. 2009; 170(6): 775–783

<sup>&</sup>lt;sup>9</sup> From the Fatality Analysis Reporting System (FARS).

 $<sup>^{10}</sup>$  Brady, et al., page 775.

<sup>&</sup>lt;sup>11</sup> Ibid.

<sup>&</sup>lt;sup>12</sup> Jacobson, Mireille, "Drug Testing in the Trucking Industry: The Effect on Highway Safety," The Journal of Law and Economics, April 2003, Vol. 46, pp.130–156.

<sup>&</sup>lt;sup>13</sup> Data is from the Fatality Analysis Reporting System (FARS).

<sup>&</sup>lt;sup>14</sup> Connecticut, Iowa, Louisiana, Minnesota, Montana, Rhode Island, and Vermont in 1987, Utah, Nebraska, Kansas, Tennessee in 1988, and Florida and Maine in 1989.

the drug-testing program. The authors controlled for mandatory seat belt laws, speed-limit laws, the unemployment rate, miles driven and other factors. These controls allowed for the specific isolation of whether the fact that a State had standing drug-testing legislation or not (all States did after 1990) affected the number of traffic fatalities in the State

The authors employed a negative binomial model that estimated the effects of the above-listed factors on the number of fatalities in a given State in a given year. With controls for seat-belt laws, speed-limit laws, and other factors, drug-testing legislation is estimated to have led to about a 9–10 percent reduction in truck-accident fatalities. <sup>15</sup> Given this estimation, the Agency applies this percentage reduction to fatal crashes involving drivers testing positive for drugs.

The current drug-testing program is estimated to generate \$152 million in annual crash-reduction benefits from 29,590 annual positive tests, which averages to approximately \$5,100 per positive drug test (\$152 million/29,590 positive tests, rounded to the nearest hundred). The mandatory annual query in the final rule would result in 6,100 instances of employer alerts to positive drug tests of their drivers that current employers would not otherwise have known about.16 A requirement that disseminates additional information on 6,100 other positive testing drivers can be estimated to generate the same proportion of benefits that the 29,590 from the current program generates. If 29,950 positive tests and consequent alerts generate \$152 million in benefits, then 6,100 additional alerts would generate \$31 million of benefits ((\$152

million/29,520) = (\$31.1 million/6,100), rounded to the nearest million).

The current alcohol testing program is estimated to generate \$95 million in annual crash-reduction benefits from 3,135 annual positive alcohol tests, which averages to approximately \$30,300 per positive alcohol test (\$95 million/3,135 positive tests, rounded to nearest hundred). The mandatory annual query in the final rule would result in 800 instances of employer alerts to positive tests of their drivers that current employers would not otherwise have known about. A requirement that disseminates additional information on 800 other positive testing drivers can be estimated to generate the same proportion of benefits that the 3,135 from the current program generates. If 3,135 positive tests and consequent alerts generate \$95 million in benefits, then 800 additional alerts would generate about \$24 million of benefits ((\$95 million/3,135) = (\$24.2million/800), rounded to the nearest million).

The annual drug and alcohol queries required by the rule are estimated to generate \$55 million in benefits. Annual drug testing is estimated to produce benefits totaling \$31 million. Annual alcohol testing is estimated to produce benefits totaling \$24 million. The mandatory pre-employment query required by the final rule results in 15,100 instances of employer alerts to positive drug tests that prospective employers would not otherwise have known about. A requirement that disseminates additional information on 15,100 other positive drug testing drivers can be estimated to generate the same proportion of benefits that the 29,590 from the current program generates. If 29,590 positive tests and

consequent alerts generate \$152 million in benefits, then 15,100 additional alerts would generate \$77 million in benefits ((\$152 million/29,590) = (\$77.0 million/15,100)), rounded to the nearest million.

The mandatory pre-employment query results in 2,100 instances where employers are alerted to positive alcohol tests of their drivers. Prospective employers of these drivers would not otherwise have known about these test results, in the absence of this rule. A requirement that disseminates additional information on 2,100 other positive testing drivers can be estimated to generate the same proportion of benefits that the 3,135 from the current program generates. If 3,135 positive tests and consequent alerts generate \$95 million in benefits, then 2,100 additional alerts would generate \$64 million in benefits ((\$95 million/3,135) = (\$63.6 million/2,100), rounded to the nearest million).

With annual benefits to the drugtesting side of the pre-employment queries estimated at \$77 million and the alcohol-testing side at \$64 million, total annual benefits realized from pre-employment queries are estimated at \$141 million (\$77 million + \$64 million).

Given the \$55 million in annual benefits from the information on positive drug and alcohol tests disseminated because of the mandatory annual queries (\$31 million drug and \$24 million alcohol) and the \$141 million in annual benefits from the information on positive tests disseminated because of the mandatory pre-employment queries (\$77 million drug and \$64 million alcohol), the total annual benefits of rule are \$196 million annually. The table below presents these benefit totals.

TOTAL ANNUAL BENEFITS OF THE RULE

Queries	Drug	Alcohol	Total
AnnualPre-Employment	\$31,000,000 77,000,000	\$24,000,000 64,000,000	\$55,000,000 141,000,000
Total	108,000,000	88,000,000	196,000,000

Based on the annual benefits of \$196 million, the *10-year benefit projection* is \$1.472 billion when discounted at 7 percent and \$1,722 billion when discounted at 3 percent.

By reducing drug and alcohol abuse by drivers, this rule could also lead to improved health, quality-of-life improvements, and increased life expectancy for drivers beyond those associated with reductions in vehicle crashes.

Cost Analysis

FMCSA estimates that the total annual cost of this action comes in at

multiple employers as defined in 49 CFR 391.63 and 49 CFR 391.65. That is, 30 percent of the sum of positive random survey tests (4.500), reasonable

\$154 million, which can be separated into several categories. The rule defines a number of entities with specific roles related to reporting to, or making queries of, the Clearinghouse. Therefore, the annual costs of the rule are organized by categories consistent with the role of each entity.

suspicion tests (405) and pre-employment tests (14,440) [6100 =  $((4,500 + 405 + 14,440) \times 30$  percent).].

<sup>&</sup>lt;sup>15</sup> Jacobson, M., p. 131.

 $<sup>^{16}\,\</sup>mathrm{The}$  Agency estimates that 6,100 drivers with multiple employers are job-hoppers that have

- \$29 million that is the estimated monetized value of employees' time to prepare annual employer queries;
- \$11 million that is the estimated monetized value of employees' time to prepare pre-employment queries;
- \$3 million for employers to designate service agents, and \$1 million for SAPs to report initiation of the return-to-duty Initial Assessment;
- \$5 million incurred by various reporting entities to register with the Clearinghouse, verify authorization, and become familiar with the rule, plus an additional \$700,000 for these entities to report positive tests;
- \$35 million of fees and consent and verification costs consisting of \$24 million in Clearinghouse access fees incurred by employers for preemployment queries, limited annual queries and full annual queries, plus \$11 million of the monetized value of drivers' time to provide consents to employers and verification to FMCSA to allow employers access to drivers' records.;
- \$2.2 million for development of the Clearinghouse and management of records:
- \$56 million incurred by drivers to go through the return-to-duty process,
- including \$7 million of opportunity cost associates with the hours spent in substance abuse education and treatment programs in lieu of hours that could be spent in non-safety-sensitive in positions; and
- \$11 million of opportunity costs incurred by employers due to lost onduty hours associated with drivers suspended from safety-sensitive functions until successful completion of the return-duty-process.

Annual costs by cost category are summarized in the table below.

## SUMMARY OF THE TOTAL ANNUAL COSTS OF THE RULE

Cost category	Entity	Annual cost
Annual Queries Pre-Employment Queries Designate Service Agents/Report Driver Info Report Positive Tests Register, Rule Familiarize, Verify Authorization Access Fees to Employers and Drivers' Cost to Provide Consent and Verification to FMCSA Clearinghouse IT Costs Return-to-Duty Process Employers Opportunity Cost Due to Return-to-Duty New-CDL and CDL-Renewal Queries	Employers/Drivers FMCSA Drivers Employer	\$29,000,000 11,000,000 4,000,000 700,000 5,000,000 35,000,000 2.2000,000 56,000,000 11,490,000
Grand Total		154,000,000

Based on the annual cost of \$154 million, the 10-year cost projection is \$1,157 billion when discounted at 7 percent and \$1.353 billion when discounted at 3 percent.

Regulatory Flexibility Act and Small Business Regulatory Enforcement Fairness Act

The Regulatory Flexibility Act of 1980 (Pub. L. 96-354, 94 Stat. 1164 (codified at 5 U.S.C. 601)) requires Federal agencies to ". . . endeavor, consistent with the objectives of the rule and of applicable statutes, to fit regulatory and informational requirements to the scale of the businesses,  $\rm \bar{o}$  rganizations, and governmental jurisdictions subject to regulation." The Act requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term ''small entities'' comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and governmental jurisdictions with populations of less than 50,000. Accordingly, DOT policy requires an analysis of the impact of all regulations (or proposals) on small entities, and mandates that agencies shall strive to

lessen any adverse effects on these businesses.

A Final Regulatory Flexibility Analysis (RFA) must address the following topics:

(1) A statement of the reasons why action by the Agency is being considered;

FMCSA is issuing this final rule pursuant to a statutory mandate and recommendations of the National Transportation Safety Board (NTSB) and the General Accountability Office (GAO).

Section 32402 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141, 126 Stat. 405), codified at 49 U.S.C. 31306a, directs the Secretary of Transportation (Secretary) to establish a national clearinghouse containing commercial motor vehicle operators' violations of FMCSA's drug and alcohol testing program. In addition, FMCSA has general authority to promulgate safety standards, including those governing drivers' use of drugs or alcohol while operating a CMV. The Motor Carrier Safety Act of 1984 (Pub. L. 98-554, Title II, 98 Stat. 2832, October 30, 1984) (the 1984 Act), as amended, provides authority to regulate drivers, motor carriers, and vehicle equipment and requires the Secretary to prescribe minimum safety standards for CMVs.

FMCSA has been delegated authority under 49 CFR 1.87(e) and (f) to carry out the functions vested in the Secretary by 49 U.S.C. chapter 313 and 49 U.S.C. chapter 311, subchapters I and III, relating to CMV programs and safety regulation.

The NTSB recommendation arose from its investigation of 1999 bus crash in New Orleans resulted in 22 passenger fatalities. The driver of the motor-coach had failed pre-employment drug testing when applying for previous positions. He had also failed to disclose on his employment application that a previous employer had fired him after he tested positive for a controlled substance. Therefore, his employer at the time of the crash was unaware of the driver's history of positive tests because of his failure to provide a complete employment history. Without that history, his employer was unable to contact prior employers to obtain his drug and alcohol test history.17

The NTSB made recommendations to the Agency pertaining to the reporting of CMV driver drug and alcohol testing results. Specifically, the NTSB recommended that FMCSA "develop a system that records all positive drug and

<sup>17 &</sup>quot;Motor-coach Run-off-the-Road in New Orleans, Louisiana-May 9, 1999," National Transportation Safety Board, HAR 01/01, August 28, 2001, p. 66.

alcohol test results and refusal determinations that are conducted under the DOT testing requirements, require prospective employers to query the system before making a hiring decision, and require certifying authorities to query the system before making a certification decision." <sup>18</sup> This final rule addresses the NTSB's recommendation.

The GAO issued two reports discussing its observations of drivers ''job-hopping'' under FMCSA's current regulations. When CDL holders fail, or refuse to submit to, a drug or alcohol test, some quit that job and-after a brief delay to ensure that drugs or alcohol are no longer detectable—pass the preemployment test at another carrier and resume driving without having a completed the return-to-duty process. Obviously, job-hopping defeats the purpose of the drug and alcohol testing program. The GAO identified and verified 43 cases (based on insider information supplied by a third party to a Congressman). 19 The GAO recommended that Congress provide FMCSA the authority to establish a national database for reporting positive test results and that FMCSA undertake this rulemaking to create a national database of positive and refusal-to-test drug and alcohol test results to prevent CDL holders from job-hopping.<sup>20</sup>

(2) A statement of the significant issues raised by the public comments in response to the initial RFA, a statement of the assessment of the agency of such issues, and a statement of any changes made in the proposed rule as a result of

such comments;

In response to the NPRM and Initial RFA, public comments were submitted by 165 individuals including national trucking and motor coach industry associations, regional trucking associations, trade unions, SDLA's and the NTSB.<sup>21</sup> There were no comments specific to the Initial RFA.

The final rule revises 49 CFR part 382, Controlled Substances and Alcohol Use and Testing, to establish a database, identified as the "Commercial Driver's License Drug and Alcohol Clearinghouse," for reporting of drug and alcohol violations. Upon implementation, the final rule also requires employers to query the Clearinghouse for drug and alcohol test result information on employees and prospective employees. This rule is intended to increase compliance with FMCSA's drug and alcohol testing program.

(3) The response of the agency to any comments filed by the Chief Counsel for Advocacy of the Small Business Administration in response to the proposed rule, and a detailed statement of any change made to the proposed rule in the final rule as a result of the comments;

The Chief Counsel for Advocacy of the Small Business Administration (SBA) did not submit comments in response to the NPRM.

(4) Description of and an estimate of the number of small entities to which the rule will apply or an explanation of why no such estimate is available;

Because FMCSA does not have direct revenue figures for all carriers, power units serve as a proxy to determine the carrier size that will qualify as a small business given the SBA's revenue threshold. In order to produce this estimate, it is necessary to determine the average revenue generated by a power unit.

With regard to truck power units, the Agency has estimated that a power unit produces about \$189,000 in revenue annually (in 2014 dollars).<sup>22</sup> According to the SBA, motor carriers with annual revenue of \$27.5 million 23 are considered small businesses.<sup>24</sup> This equates to 146 power units (145.503 = \$27,500,000/\$189,000). Thus, FMCSA considers motor carriers of property with 146 PUs or fewer to be small businesses for purposes of this analysis. The Agency then looked at the number and percentage of property carriers with recent activity that will fall under that definition (of having 146 power units or fewer). The results show that over 99 percent of all interstate property carriers with recent activity have 146 power units or fewer.

This amounts to 515,000 carriers  $(514,800 = 99 \text{ percent} \times 520,000 \text{ active motor carriers, rounded to the nearest thousand)}$ . Therefore, an overwhelming majority of interstate carriers of property are small entities.

(5) A description of the projected reporting, recordkeeping and other compliance requirements of the rule, including an estimate of the classes of small entities which will be subject to the requirement and the type of professional skills necessary for preparation of the report or record;

The final rule requires additional reporting, recordkeeping and compliance requirements beyond what is required by FMCSA's current drug and alcohol testing regulations. The entities required to report to, or make queries of, the Clearinghouse are employers, MROs, C/TPAs and SAPs.

There are an estimated 58,500 annual positive drug and alcohol tests consisting of 52,000 positive drug tests and 6,500 positive alcohol tests at full participation (including refusals). Each positive drug test will be reported to the Clearinghouse by an MRO. Each positive alcohol test will be reported by an employer or a C/TPA. Each driver's subsequent return-to-duty process for positive test results and test refusals will be reported by an SAP. Ninety-nine percent of motor carriers, MROs, C/ TPAs, and SAPs are most likely small entities. With regard to SAPs submitting driver information, FMCSA estimates that drivers, bookkeepers, audit clerks accounting clerks, and occupational health and safety specialists, will perform reporting functions under the final rule.

(6) A description of the steps the agency has taken to minimize the significant economic impact on small entities consistent with the stated objectives of applicable statutes, including a statement of the factual, policy, and legal reasons for selecting the alternative adopted in the final rule and why each one of the other significant alternatives to the rule considered by the agency which affect the impact on small entities was rejected:

The Agency did not identify any significant alternatives to the rule that could lessen the burden on small entities without compromising its goals or the Agency's statutory mandate to implement the Clearinghouse. Because small businesses are such a large part of the demographic the Agency regulates, providing alternatives to small business to permit noncompliance with FMCSA

<sup>&</sup>lt;sup>18</sup> Ibid., p. 74.

<sup>&</sup>lt;sup>19</sup> Government Accountability Office, "Examples of Job-hopping by Commercial Drivers after Failing Drug Tests," GAO 08–829R, (Washington, DC, June 30, 2008, p. 3.

<sup>&</sup>lt;sup>20</sup> Government Accountability Office, "Motor Carrier Safety: Improvements to Drug Testing Programs Could Better Identify Illegal Drug Users and Keep Them off the Road," GAO–08–600 (Washington, DC: May 15, 2008), pp. 44–45.

<sup>&</sup>lt;sup>21</sup> See Regulation.gov at http:// www.regulations.gov/

<sup>#!</sup>searchResults;rpp=25;po=0;s=FMCSA-2011-0031;dct=O%252BPS.

 $<sup>^{22}</sup>$  "The 2000 TTS Blue Book of Trucking Companies," number adjusted to 2014 dollars for inflation. \$172,000 estimate in 2008 indexed for inflation to 2014 dollars: (236.736/215.303)  $\times$  \$172,000 = \$189,000, rounded to nearest thousand) using the annual CPI. See  $http://www.bls.gov/data/inflation_calculator.htm. Accessed December 22, 2015.$ 

<sup>&</sup>lt;sup>23</sup> Subsector 484 on page 26 of SBA guidelines (July 14, 2014) See http://www.sba.gov/sites/default/files/Size\_Standards\_Table.pdf. Accessed December 22, 2015.

<sup>&</sup>lt;sup>24</sup> U.S. Small Business Administration Table of Small Business Size Standards matched to North American Industry Classification (NAIC) System codes, effective August 22, 2008. See NAIC subsector 484, Truck Transportation.

regulations is neither feasible nor consistent with sound public policy.

(7) A description of the steps taken by the covered agency to minimize any additional cost of credit for small entities.

FMCSA is not a covered agency as defined in 5 U.S.C. 609(d)(2) of the Regulatory Flexibility Act. Therefore, it is not required to take steps to minimize any additional cost of credit for small entities.

Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (UMRA) requires Federal agencies to assess the effect of their discretionary regulatory actions (2 U.S.C. 1531–1538). An assessment under UMRA is not required for regulations that incorporate requirements specifically set forth in law (2 U.S.C. 1531). Because MAP–21 mandated that DOT establish, operate, and maintain a clearinghouse for records related to alcohol and drug testing of CMV operators, an assessment was not prepared.

Federalism (E.O. 13132)

A rule has implications for Federalism under E.O. 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. FMCSA recognized that, as a practical matter, this rule may have an impact on the States. Accordingly, by letters sent March 28, 2011, the Agency sought advice from the National Governors Association (NGA), National Conference of State Legislators (NCSL), and the AAMVA on the topic of developing a database that the Agency believed would increase the effectiveness of its drug and alcohol testing program. (Copies of the letters are available in the docket for this rulemaking.) FMCSA offered NGA, NCSL, and AAMVA officials the opportunity to meet and discuss issues of concern to the States. FMCSA did not receive any responses to this letter. Nevertheless, during the public comment period several commenters indicated that the Clearinghouse rule would have implications for Federalism under this executive order.

At this time, section 32402 of MAP–21 preempts State and local laws inconsistent with the Clearinghouse. Preemption specifically applies to the reporting of drug and alcohol tests, refusals, and any other violation of FMCSA's drug and alcohol testing program. MAP–21 does not preempt State laws related to a driver's CDL or

driving record. Each State must review its current requirements to determine whether they are compatible with this final rule.

Civil Justice Reform (E.O. 12988)

This action meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children (E.O. 13045)

FMCSA has analyzed this action under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. FMCSA determined that this final rule will not create an environmental risk to health or safety that may disproportionately affect children.

Taking of Private Property (E.O. 12630)

FMCSA reviewed this action in accordance with Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights, and has determined it would not effect a taking of private property or otherwise have taking implications.

Privacy Impact Assessment

FMCSA conducted a privacy impact assessment of this action as required by section 522(a)(5) of division H of the FY 2005 Omnibus Appropriations Act, Pub. L. 108-447, 118 Štat. 3268 (Dec. 8, 2004) [set out as a note to 5 U.S.C. 552a]. The assessment considers any impacts of the final rule on the privacy of information in an identifiable form and related matters. FMCSA has determined that this action would impact the handling of personally identifiable information (PII). FMCSA has also determined the risks and effects the rulemaking might have on collecting, storing, and sharing PII and has examined and evaluated protections and alternative information handling processes in developing the rule in order to mitigate potential privacy risks. The Privacy Impact Assessment for the Clearinghouse is available for review in the docket for this rulemaking.

Intergovernmental Review (E.O. 12372)

The regulations implementing E.O. 12372 regarding intergovernmental consultation on Federal programs and activities do not apply to this rule.

Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), a Federal agency must obtain approval from OMB for each collection of information it conducts, sponsors, or requires through regulations. FMCSA analyzed this

action and preliminarily determined that its implementation would create a new information collection burden on CDL holders, motor carriers, and entities that provide services as part of FMCSA's mandatory alcohol and controlled substances testing process under 49 CFR part 382. FMCSA will seek approval of the information collection requirements in a new information collection entitled "Commercial Driver's License Drug and Alcohol Clearinghouse."

The collected information encompasses information that is generated, maintained, retained, disclosed, and provided to, or for, the Agency for a database that will be entitled the "Commercial Driver's License Drug and Alcohol

Clearinghouse" or Clearinghouse.

DOT currently has approval for two information collections for its alcohol and controlled substances testing programs: (1) The Federal Chain of Custody and Control Form, OMB control number 0930–0158, and (2) the U.S. Department of Transportation Alcohol and Controlled Substances Testing Program, OMB control number 2105–0529. Although the Clearinghouse obtains information from the forms covered by the two information collections, this action does not create any revisions or additional burden under those collections.

This rule will create a new information collection to cover the requirements set forth in the amendments to 49 CFR part 382. These amendments will create new requirements for CDL drivers, employers of CDL drivers, MROs, SAPs, and C/TPAs to register with the new database, which will be created and administered by FMCSA. Clearinghouse registration will be a prerequisite to both placing information in the database and obtaining information from the database. Access to information in the database will be strictly limited and controlled, and available only with the consent of the CDL holders about whom information is sought.

Prospective employers of CDL drivers are required to query the Clearinghouse to determine if job applicants have controlled substance or alcohol testing violations that preclude them, under existing FMCSA regulations in part 382, from carrying out safety-sensitive functions. Employers will also be required to query the database once annually for information about drivers whom they currently employ. Employers, C/TPAs that perform testing and other services for carriers, MROs, and SAPs will place information into the database about alcohol and controlled substances testing violations.

This final rule contains procedures for correcting information in the database and specifies that most interactions with the database will be carried out using electronic media. The total burden to respondents for queries, designations, registration, familiarization, reporting, and recordkeeping to the Clearinghouse is estimated at about 1.86 million hours annually. The hours attributed to each activity are presented in the table below.

#### TOTAL ANNUAL NUMBER OF BURDEN HOURS

Submissions	Responsible	Performed by	Instances	Minutes	Total hours
Annual Queries	Employer	Bookkeeping Clerk	5,200,000	10	867,000
Pre-Employment Queries	Employer	Bookkeeping Clerk	1,996,328	10	333,000
Designate C/TPAs		Bookkeeping Clerk	520,000	10	87,000
SAPs Report Driver Information Following	SAPs	Occupational Health	55,580	10	9,000
Initial Assessment.		Specialist.			
Report/Notify Positive Tests	Various	Bookkeeping Clerk	117,000	10	20,000
Register/Familiarize/Verify	Various	Bookkeeping Clerk	793,000	20; 10	155,000
Driver Consent and Verifications	Drivers	Drivers	2,357,328	10	393,000
New-CDL and CDL-Renewal Queries	SDLAs	SDLAs	0	0	0
Total Instances/Hours			11,039,655		1,864,000

FMCSA prepared an information collection request and supporting statement that was submitted to the Office of Management and Budget and that is available for viewing pursuant to a notice to be published in the **Federal Register**.

National Environmental Policy Act and Clean Air Act

When FMCSA drafted the NPRM, the Agency prepared a draft environmental assessment (EA) under the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 et seq.). The EA evaluated a range of proposed alternatives considered by FMCSA and determined that, if the NPRM reduces CMV crashes as estimated, there would be a small net benefit to the environment. The benefits include: Lives saved and injuries prevented from reducing CMV crashes, the reduction of fuel consumed and prevention of greenhouse gas and criteria pollutant emissions from traffic congestion caused by a CMV crash, the reduction of solid waste generated in CMV crashes from damaged vehicles, infrastructure and goods, and hazardous materials spilled during a CMV crash. (See section 3.2.1 of the draft EA for details.)

However, after reviewing FMCSA's NEPA Implementing Procedures and Policy for Considering Environmental Impacts, Order 5610.1 (FMCSA Order), March 1, 2004 (69 FR 9680), FMCSA determined that this final rule is excluded from further environmental review and documentation because it falls under a categorical exclusion (CE). The CE in paragraph 6(r) applies to regulations implementing employer controlled substances and alcohol use and testing procedures. As FMCSA received no comments on the draft EA, and does not expect the environmental

impacts listed above to be considered significant under NEPA, the Agency has prepared a statement of Categorical Exclusion Determination for this final rule and does not find it necessary to issue a final EA or prepare an Environmental Impact Statement.

FMCSA also analyzed this rule under the Clean Air Act, as amended (CAA), section 176(c) (42 U.S.C. 7401 et seq.), and general conformity regulations (40 CFR part 51, subpart W, and part 93, subpart B) promulgated by the Environmental Protection Agency. Approval of this action is exempt from the CAA's general conformity requirement since it does not affect direct or indirect emissions of criteria pollutants.

Environmental Justice (E.O. 12898)

FMCSA evaluated the environmental effects of this final rule in accordance with E.O. 12898 and determined that there are no environmental justice issues associated with its provisions nor any collective environmental impact resulting from its promulgation. Environmental justice issues would be raised if there were "disproportionate" and "high and adverse impact" on minority or low-income populations.

Energy Supply, Distribution, or Use (E.O. 13211)

FMCSA has analyzed this rule under E.O. 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. While FMCSA's analysis shows a small reduction in fuel used due to eliminating traffic idling caused by CMV crashes, we have determined that it would not be a "significant energy action" under that Executive Order because it would not be likely to have

a significant adverse effect on the supply, distribution, or use of energy.

Indian Tribal Governments (E.O. 13175)

This rule does not have tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

National Technology Transfer and Advancement Act (Technical Standards)

The National Technology Transfer and Advancement Act (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through OMB, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) are standards that are developed or adopted by voluntary consensus standards bodies. This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

FAST Act Waiver of Advance Notice of Proposed Rulemaking/Negotiated Rulemaking

FMCSA is aware of the regulatory reform requirements imposed by the FAST Act concerning public participation in rulemaking (49 U.S.C. 31136(g)). In the Agency's judgment, these requirements, which pertain to certain major rules, are not applicable to this final rule. In any event, the Agency finds that, for the reasons stated below, publication of an advance notice of proposed rulemaking under 49 U.S.C. 31136(g)(1)(A), or a negotiated rulemaking under 49 U.S.C. 31136(g)(1)(B), is unnecessary and contrary to the public interest in accordance with the waiver provision in 49 U.S.C. 31136(g)(3).

This final rule implements the MAP-21 mandate that DOT establish and maintain a national clearinghouse for records related to alcohol and controlled substances testing. The public had ample opportunity to comment on the Agency's February 20, 2014 NPRM proposing the establishment of the Clearinghouse (79 FR 9703). The Agency received 165 comments to the 2014 NPRM and made significant changes, reflected in this rule, in response to the commentary. Further, the final rule is the product of years of study and deliberation concerning an important public safety issue. As previously noted, this rule implements the NTSB's recommendation, included in its August 2001 report on the 1999 New Orleans bus crash resulting in multiple fatalities, that FMCSA establish a system to record positive DOT drug and alcohol test results and require prospective employers to query the system before hiring a driver. The rule also incorporates many of the findings and recommendations contained in FMCSA's March 2004 report to Congress, "A Report to Congress on the Feasibility and Merits of Reporting Verified Positive Federal Controlled Substance Test Results to the States and Requiring FMCSA-Regulated Employers to Query the State Databases Before Hiring a Commercial Drivers License (CDL) Holder". In addition, this rule implements a key recommendation of the GAO's May 2008 Report to Congress, "Improvements to Drug Testing Programs Could Better Identify Illegal Drug Users and Keep Them off the Road" (GAO-08-600) and responds to concerns identified in GAO's June 2008 report to Congress, "Examples of Job-hopping by Commercial Drivers after Failing Drug Tests'' (GAO-08-0829R). In view of the extensive record of public input, study and oversight that informs this final rule, any further public participation measures would be unnecessary. Because the Agency strongly believes that establishment of the Clearinghouse will improve highway safety, the public interest is

best served by the publication of this

## List of Subjects

## 49 CFR Part 382

Administrative practice and procedure, Alcohol abuse, Drug abuse, Drug testing, Highway safety, Motor carriers, Penalties, Safety, Transportation.

#### 49 CFR Part 383

Administrative practice and procedure, Commercial driver's license, Highway safety, Motor carriers.

## 49 CFR Part 384

Administrative practice and procedure, Alcohol abuse, Drug abuse, Highway safety, Motor carriers.

#### 49 CFR Part 391

Driver qualification, Highway safety, Motor carriers, Reporting and recordkeeping requirements, Safety, Transportation.

For the reasons discussed in the preamble, the Federal Motor Carrier Safety Administration amends 49 CFR parts 382, 383, 384, and 391 as follows:

## PART 382—CONTROLLED SUBSTANCES AND ALCOHOL USE AND TESTING

■ 1. The authority citation for part 382 continues to read as follows:

**Authority:** 49 U.S.C. 31133, 31136, 31301 *et seq.*, 31502; sec. 32934 of Pub. L. 112–141, 126 Stat. 405, 830; and 49 CFR 1.87.

■ 2. Amend § 382.103 by revising the introductory text of paragraph (a) to read as follows:

## § 382.103 Applicability.

(a) This part applies to service agents and to every person and to all employers of such persons who operate a commercial motor vehicle in commerce in any State and are subject to:

■ 3. Amend § 382.107 by adding the definitions "Commercial Driver's License Drug and Alcohol Clearinghouse" and "Negative return-to-duty test result" in alphabetical order to read as follows:

## § 382.107 Definitions.

\* \* \* \* \*

Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse) means the FMCSA database that subpart G of this part requires employers and service agents to report information to and to query regarding drivers who are subject to the DOT controlled substance and alcohol testing regulations.

\* \* \* \* \*

Negative return-to-duty test result means a return-to-duty test with a negative drug result and/or an alcohol test with an alcohol concentration of less than 0.02, as described in § 40.305 of this title.

■ 4. Add § 382.123 to read as follows:

#### § 382.123 Driver identification.

- (a) Identification information on the Alcohol Testing Form (ATF). For each alcohol test performed under this part, the employer shall provide the driver's commercial driver's license number and State of issuance in Step 1, Section B of the ATF.
- (b) Identification information on the Federal Drug Testing Custody and Control Form (CCF). For each controlled substance test performed under this part, the employer shall provide the following information, which must be recorded as follows:
- (1) The driver's commercial driver's license number and State of issuance in Step 1, section C of the CCF.
- (2) The employer's name and other identifying information required in Step 1, section A of the ATF.
- 5. Add § 382.217 to read as follows:

## § 382.217 Employer responsibilities.

No employer may allow, require, permit or authorize a driver to operate a commercial motor vehicle during any period in which an employer determines that a driver is not in compliance with the return-to-duty requirements in 49 CFR part 40, subpart O, after the occurrence of any of the following events:

- (a) The driver receives a positive, adulterated, or substituted drug test result conducted under part 40 of this title.
- (b) The driver receives an alcohol confirmation test result of 0.04 or higher alcohol concentration conducted under part 40 of this title.
- (c) The driver refused to submit to a test for drugs or alcohol required under this part.
- (d) The driver used alcohol prior to a post-accident alcohol test in violation of § 382.209.
- (e) An employer has actual knowledge, as defined at § 382.107, that a driver has:
- (1) Used alcohol while performing safety-sensitive functions in violation of § 382.205;
- (2) Used alcohol within four hours of performing safety-sensitive functions in violation of § 382.207; or

- (3) Used a controlled substance.
- 6. Amend § 382.401 by revising paragraph (b)(1)(vi) to read as follows:

#### § 382.401 Retention of records.

(b) \* \* \* (1) \* \* \*

- (vi) Records related to the administration of the alcohol and controlled substances testing program, including records of all driver violations, and
- 7. Amend § 382.405 by revising paragraphs (d) and (e) to read as follows:

## § 382.405 Access to facilities and records.

- (d) Each employer, and each service agent who maintains records for an employer, must make available copies of all results for DOT alcohol and/or controlled substances testing conducted by the employer under this part and any other information pertaining to the employer's alcohol misuse and/or controlled substances use prevention program when requested by the Secretary of Transportation, any DOT agency, or any State or local officials with regulatory authority over the employer or any of its drivers.
- (e) When requested by the National Transportation Safety Board as a part of a crash investigation:
- (1) Employers must disclose information related to the employer's administration of a post-accident alcohol and/or a controlled substances test administered following the crash under investigation; and
- (2) FMCSA will provide access to information in the Clearinghouse concerning drivers who are involved with the crash under investigation. \* \* \*
- 8. Amend § 382.409 by revising the section heading and paragraph (c) to read as follows:

### § 382.409 Medical review officer or consortium/third party administrator record retention for controlled substances.

\* \* \* \*

(c) No person may obtain the individual controlled substances test results retained by a medical review officer (MRO as defined in § 40.3 of this title) or a consortium/third party administrator (C/TPA as defined in § 382.107), and no MRO or C/TPA may release the individual controlled substances test results of any driver to any person, without first obtaining a specific, written authorization from the tested driver. Nothing in this paragraph (c) shall prohibit a MRO or a C/TPA

from releasing to the employer, the Clearinghouse, or to the Secretary of Transportation, any DOT agency, or any State or local officials with regulatory authority over the controlled substances and alcohol testing program under this part, the information delineated in part 40, subpart G, of this title.

■ 9. Revise § 382.413 to read as follows:

## § 382.413 Inquiries for alcohol and controlled substances information from previous employers.

- (a) Employers must request alcohol and controlled substances information from previous employers in accordance with the requirements of § 40.25 of this title, except that the employer must request information from all DOTregulated employers that employed the driver within the previous 3 years and the scope of the information requested must date back 3 years.
- (b) As of January 6, 2023, employers must use the Drug and Alcohol Clearinghouse in accordance with § 382.701(a) to comply with the requirements of § 40.25 of this title with respect to FMCSA-regulated employers. Exception: When an employee who is subject to follow-up testing has not successfully completed all follow-up tests, employers must request the employee's follow-up testing plan directly from the previous employer in accordance with § 40.25(b)(5) of this title
- (c) If an applicant was subject to an alcohol and controlled substance testing program under the requirements of a DOT Agency other than FMCSA, the employer must request the alcohol and controlled substances information required under this section and § 40.25 of this title directly from those employers regulated by a DOT Agency other than FMCSA.
- 10. Add § 382.415 to read as follows:

## § 382.415 Notification to employers of a controlled substances or alcohol testing program violation.

Each person holding a commercial driver's license and subject to the DOT controlled substances and alcohol testing requirements in this part who has violated the alcohol and controlled substances prohibitions under part 40 of this title or this part without complying with the requirements of part 40, subpart O, must notify in writing all current employers of such violation(s). The driver is not required to provide notification to the employer that administered the test or documented the circumstances that gave rise to the violation. The notification must be made before the end of the business day following the day the employee received notice of the violation, or prior to performing any safety-sensitive function, whichever comes first.

■ 11. Amend § 382.601 by:

- a. Removing the period at the end of paragraph (b)(11) and adding "; and" in its place; and
- b. Adding paragraph (b)(12). The addition reads as follows:

## § 382.601 Employer obligation to promulgate a policy on the misuse of alcohol and use of controlled substances.

\* \* \*

(b) \* \* \*

(12) The requirement that the following personal information collected and maintained under this part shall be reported to the Clearinghouse:

(i) A verified positive, adulterated, or substituted drug test result;

(ii) An alcohol confirmation test with a concentration of 0.04 or higher;

(iii) A refusal to submit to any test required by subpart C of this part;

(iv) An employer's report of actual knowledge, as defined at § 382.107:

- (A) On duty alcohol use pursuant to § 382.205;
- (B) Pre-duty alcohol use pursuant to § 382.207:
- (C) Alcohol use following an accident pursuant to § 382.209; and
- (D) Controlled substance use pursuant to § 382.213;
- (v) A substance abuse professional (SAP as defined in § 40.3 of this title) report of the successful completion of the return-to-duty process;

(vi) A negative return-to-duty test; and

(vii) An employer's report of completion of follow-up testing.

■ 12. Add subpart G to part 382 to read as follows:

## Subpart G—Requirements and Procedures for Implementation of the Commercial Driver's License Drug and Alcohol Clearinghouse

Sec.

382.701 Drug and Alcohol Clearinghouse. 382.703 Driver consent to permit access to

information in the Clearinghouse. 382.705 Reporting to the Clearinghouse. 382,707 Notice to drivers of entry, revision,

removal, or release of information. 382.709 Drivers' access to information in the Clearinghouse.

382.711 Clearinghouse registration.

382.713 Duration, cancellation, and revocation of access.

382.715 Authorization to enter information into the Clearinghouse.

382.717 Procedures for correcting information in the database.

382.719 Availability and removal of information.

382.721 Fees.

Unauthorized access or use 382.723 prohibited.

382.725 Access by State licensing authorities. 382.727 Penalties.

## Subpart G—Requirements and Procedures for Implementation of the Commercial Driver's License Drug and **Alcohol Clearinghouse**

### § 382.701 Drug and Alcohol Clearinghouse.

- (a) Pre-employment query required. (1) Employers must not employ a driver subject to controlled substances and alcohol testing under this part to perform a safety-sensitive function without first conducting a preemployment query of the Clearinghouse to obtain information about whether the driver has a verified positive, adulterated, or substituted controlled substances test result; has an alcohol confirmation test with a concentration of 0.04 or higher; has refused to submit to a test in violation of § 382.211; or that an employer has reported actual knowledge, as defined at § 382.107, that the driver used alcohol on duty in violation of § 382.205, used alcohol before duty in violation of § 382.207, used alcohol following an accident in violation of § 382.209, or used a controlled substance, in violation of § 382.213.
- (2) The employer must conduct a full query under this section, which releases information in the Clearinghouse to an employer and requires that the individual driver give specific consent.
- (b) Annual query required. (1) Employers must conduct a query of the Clearinghouse at least once per year for information for all employees subject to controlled substance and alcohol testing under this part to determine whether information exists in the Clearinghouse about those employees.
- (2) In lieu of a full query, as described in paragraph (a)(2) of this section, an employer may obtain the individual driver's consent to conduct a limited query to satisfy the annual query requirement in paragraph (b)(1) of this section. The limited query will tell the employer whether there is information about the individual driver in the Clearinghouse, but will not release that information to the employer. The individual driver may give consent to conduct limited queries that is effective for more than one year.
- (3) If the limited query shows that information exists in the Clearinghouse about the individual driver, the employer must conduct a full query, in accordance with paragraph (a)(2) of this section, within 24 hours of conducting the limited query. If the employer fails to conduct a full query within 24 hours,

the employer must not allow the driver to continue to perform any safetysensitive function until the employer conducts the full query and the results confirm that the driver's Clearinghouse record contains no prohibitions as defined in paragraph (d) of this section.

(c) Employer notification. If any information described in paragraph (a) of this section is entered into the Clearinghouse about a driver during the 30-day period immediately following an employer conducting a query of that driver's records, FMCSA will notify the employer.

(d) *Prohibition*. No employer may allow a driver to perform any safetysensitive function if the results of a Clearinghouse query demonstrate that the driver has a verified positive, adulterated, or substituted controlled substances test result: has an alcohol confirmation test with a concentration of 0.04 or higher; has refused to submit to a test in violation of § 382.211; or that an employer has reported actual knowledge, as defined at § 382.107, that the driver used alcohol on duty in violation of § 382.205, used alcohol before duty in violation of § 382.207, used alcohol following an accident in violation of § 382.209, or used a controlled substance in violation of § 382.213, except where a query of the Clearinghouse demonstrates:

(1) That the driver has successfully completed the SAP evaluation, referral, and education/treatment process set forth in part 40, subpart O, of this title; achieves a negative return-to-duty test result; and completes the follow-up testing plan prescribed by the SAP.

(2) That, if the driver has not completed all follow-up tests as prescribed by the SAP in accordance with § 40.307 of this title and specified in the SAP report required by § 40.311 of this title, the driver has completed the SAP evaluation, referral, and education/treatment process set forth in part 40, subpart O, of this title and achieves a negative return-to-duty test result, and the employer assumes the responsibility for managing the followup testing process associated with the testing violation.

(e) Kecordkeeping required. Employers must retain for 3 years a record of each query and all information received in response to each query made under this section. As of January 6, 2023, an employer who maintains a valid registration fulfills this requirement.

## § 382.703 Driver consent to permit access to information in the Clearinghouse.

(a) No employer may query the Clearinghouse to determine whether a record exists for any particular driver without first obtaining that driver's written or electronic consent. The employer conducting the search must retain the consent for 3 years from the date of the last query.

(b) Before the employer may access information contained in the driver's Clearinghouse record, the driver must submit electronic consent through the Clearinghouse granting the employer access to the following specific records:

- (1) A verified positive, adulterated, or substituted controlled substances test result:
- (2) An alcohol confirmation test with a concentration of 0.04 or higher;
- (3) A refusal to submit to a test in violation of § 382.211;
- (4) An employer's report of actual knowledge, as defined at § 382.107, of:
- (i) On duty alcohol use pursuant to § 382.205;
- (ii) Pre-duty alcohol use pursuant to § 382.207;
- (iii) Alcohol use following an accident pursuant to § 382.209; and
- (iv) Controlled substance use pursuant to § 382.213;
- (5) A SAP report of the successful completion of the return-to-duty
  - (6) A negative return-to-duty test; and
- (7) An employer's report of completion of follow-up testing.
- (c) No employer may permit a driver to perform a safety-sensitive function if the driver refuses to grant the consent required by paragraphs (a) and (b) of this section.
- (d) A driver granting consent under this section must provide consent electronically to the Agency through the Clearinghouse prior to release of information to an employer in accordance with § 382.701(a)(2) or (b)(3).
- (e) A driver granting consent under this section grants consent for the Agency to release information to an employer in accordance with § 382.701(c).

## § 382.705 Reporting to the Clearinghouse.

- (a) MROs. (1) Within 2 business days of making a determination or verification, MROs must report the following information about a driver to the Clearinghouse:
- (i) Verified positive, adulterated, or substituted controlled substances test results;
- (ii) Refusal-to-test determination by the MRO in accordance with 49 CFR 40.191(a)(5), (7), and (11), (b), and (d)(2).
- (2) MROs must provide the following information for each controlled substances test result specified in paragraph (a)(1) of this section:

- (i) Reason for the test:
- (ii) Federal Drug Testing Custody and Control Form specimen ID number;
- (iii) Driver's name, date of birth, and CDL number and State of issuance;
- (iv) Employer's name, address, and USDOT number, if applicable;
  - (v) Date of the test;
  - (vi) Date of the verified result; and (vii) Test result. The test result must
- be one of the following:
- (A) Positive (including the controlled substance(s) identified);
  - (B) Refusal to test: Adulterated;
  - (C) Refusal to test: Substituted; or
- (D) Refusal to provide a sufficient specimen after the MRO makes a determination, in accordance with § 40.193 of this title, that the employee does not have a medical condition that has, or with a high degree of probability could have, precluded the employee from providing a sufficient amount of urine. Under this subpart a refusal would also include a refusal to undergo a medical examination or evaluation to substantiate a qualifying medical condition.
- (3) Within 1 business day of making any change to the results report in accordance with paragraph (a)(1) of this section, a MRO must report that changed result to the Clearinghouse.
- (b) Employers. (1) Employers must report the following information about a driver to the Clearinghouse by the close of the third business day following the date on which they obtained that information:
- (i) An alcohol confirmation test result with an alcohol concentration of 0.04 or greater;
- (ii) A negative return-to-duty test result:
- (iii) A refusal to take an alcohol test pursuant to 49 CFR 40.261;
- (iv) A refusal to test determination made in accordance with 49 CFR 40.191(a)(1) through (4), (a)(6), (a)(8) through (11), or (d)(1), but in the case of a refusal to test under (a)(11), the employer may report only those admissions made to the specimen collector; and
- (v) A report that the driver has successfully completed all follow-up tests as prescribed in the SAP report in accordance with §§ 40.307, 40.309, and 40.311 of this title.
- (2) The information required to be reported under paragraph (b)(1) of this section must include, as applicable:
  - (i) Reason for the test;
- (ii) Driver's name, date of birth, and CDL number and State of issuance:
- (iii) Employer name, address, and USDOT number;
  - (iv) Date of the test;

- (v) Date the result was reported; and
- (vi) Test result. The test result must be one of the following:
- (A) Negative (only required for returnto-duty tests administered in accordance with § 382.309);
  - (B) Positive; or
  - (C) Refusal to take a test.
- (3) For each report of a violation of 49 CFR 40.261(a)(1) or 40.191(a)(1), the employer must report the following information:
- (i) Documentation, including, but not limited to, electronic mail or other contemporaneous record of the time and date the driver was notified to appear at a testing site; and the time, date and testing site location at which the employee was directed to appear, or an affidavit providing evidence of such notification:
- (ii) Documentation, including, but not limited to, electronic mail or other correspondence, or an affidavit, indicating the date the employee was terminated or resigned (if applicable);
- (iii) Documentation, including, but not limited to, electronic mail or other correspondence, or an affidavit, showing that the C/TPA reporting the violation was designated as a service agent for an employer who employs himself/herself as a driver pursuant to paragraph (b)(6) of this section when the reported refusal occurred (if applicable); and
- (iv) Documentation, including a certificate of service or other evidence, showing that the employer provided the employee with all documentation reported under paragraph (b)(3) of this section.
- (4) Employers must report the following violations by the close of the third business day following the date on which the employer obtains actual knowledge, as defined at § 382.107, of:
- (i) On-duty alcohol use pursuant to § 382.205;
- (ii) Pre-duty alcohol use pursuant to § 382.207;
- (iii) Alcohol use following an accident pursuant to § 382.209; and
- (iv) Controlled substance use pursuant to § 382.213.
- (5) For each violation in paragraph (b)(4) of this section, the employer must report the following information:
- (i) Driver's name, date of birth, CDL number and State of issuance; (ii) Employer name, address, and
- USDOT number, if applicable; (iii) Date the employer obtained actual knowledge of the violation;
- (iv) Witnesses to the violation, if any, including contact information;
  - (v) Description of the violation;
- (vi) Evidence supporting each fact alleged in the description of the

- violation required under paragraph (b)(4) of this section, which may include, but is not limited to, affidavits, photographs, video or audio recordings, employee statements (other than admissions pursuant to § 382.121), correspondence, or other documentation; and
- (vii) A certificate of service or other evidence showing that the employer provided the employee with all information reported under paragraph (b)(4) of this section.
- (6) An employer who employs himself/herself as a driver must designate a C/TPA to comply with the employer requirements in paragraph (b) of this section related to his or her own alcohol and controlled substances use.
- (c) *C/TPAs*. Any employer may designate a *C/TPA* to perform the employer requirements in paragraph (b) of this section. Regardless of whether it uses a *C/TPA* to perform its requirements, the employer retains ultimate responsibility for compliance with this section. Exception: An employer does not retain responsibility where the *C/TPA* is designated to comply with employer requirements as described in paragraph (b)(6) of this section.
- (d) *SAPs*. (1) SAPs must report to the Clearinghouse for each driver who has completed the return-to-duty process in accordance with 49 CFR part 40, subpart O, the following information:
- (i) SAPs name, address, and telephone number:
- (ii) Driver's name, date of birth, and CDL number and State of issuance;
- (iii) Date of the initial substanceabuse-professional assessment; and
- (iv) Date the SAP determined that the driver demonstrated successful compliance as defined in 49 CFR part 40, subpart O, and was eligible for return-to-duty testing under this part.
- (2) SAP must report the information required by paragraphs (d)(1)(i) through (iii) of this section by the close of the business day following the date of the initial substance abuse assessment, and must report the information required by paragraph (d)(1)(iv) of this section by the close of the business day following the determination that the driver has completed the return-to-duty process.
- (e) Reporting truthfully and accurately. Every person or entity with access must report truthfully and accurately to the Clearinghouse and is expressly prohibited from reporting information he or she knows or should know is false or inaccurate.

REPORTING ENTITIES AND CIRCUMSTANCES		
Reporting entity	When information will be reported to clearinghouse	
Prospective/Current Employer of CDL Driver.	<ul> <li>—An alcohol confirmation test with a concentration of 0.04 or higher.</li> <li>—Refusal to test (alcohol) as specified in 49 CFR 40.261.</li> <li>—Refusal to test (drug) not requiring a determination by the MRO as specified in 49 CFR 40.191.</li> <li>—Actual knowledge, as defined in 49 CFR 382.107, that a driver has used alcohol on duty, used alcohol within four hours of coming on duty, used alcohol prior to post-accident testing, or has used a controlled substance.</li> <li>—Negative return-to-duty test results (drug and alcohol testing, as applicable)</li> </ul>	
Service Agent acting on behalf of Current Employer of CDL Driver.	<ul> <li>—Completion of follow-up testing.</li> <li>—An alcohol confirmation test with a concentration of 0.04 or higher.</li> <li>—Refusal to test (alcohol) as specified in 49 CFR 40.261.</li> <li>—Refusal to test (drug) not requiring a determination by the MRO as specified in 49 CFR 40.191.</li> <li>—Actual knowledge, as defined in 49 CFR 382.107, that a driver has used alcohol on duty, used alcohol within four hours of coming on duty, used alcohol prior to post-accident testing, or has used a controlled substance.</li> <li>—Negative return-to-duty test results (drug and alcohol testing, as applicable)</li> <li>—Completion of follow-up testing.</li> </ul>	
MRO		
SAP	—Identification of driver and date the initial assessment was initiated.  —Successful completion of treatment and/or education and the determination of eligibility for return-to-duty	

## § 382.707 Notice to drivers of entry, revision, removal, or release of information.

- (a) FMCSA must notify a driver when information concerning that driver has been added to, revised, or removed from the Clearinghouse.
- (b) FMCSA must notify a driver when information concerning that driver has been released from the Clearinghouse to an employer and specify the reason for the release.
- (c) Drivers will be notified by letter sent by U.S. Mail to the address on record with the State Driver Licensing Agency that issued the driver's commercial driver's license. Exception: A driver may provide the Clearinghouse with an alternative means or address for notification, including electronic mail.

# § 382.709 Drivers' access to information in the Clearinghouse.

A driver may review information in the Clearinghouse about himself or herself, except as otherwise restricted by law or regulation. A driver must register with the Clearinghouse before accessing his or her information.

## § 382.711 Clearinghouse registration.

- (a) Clearinghouse registration required. Each employer and service agent must register with the Clearinghouse before accessing or reporting information in the Clearinghouse.
- (b) *Employers*. (1) Employer Clearinghouse registration must include:
- (i) Name, address, and telephone number;
- (ii) USDOT number, except if the registrant does not have a USDOT Number, it may be requested to provide other information to verify identity; and

- (iii) Name of the person(s) the employer authorizes to report information to or obtain information from the Clearinghouse and any additional information FMCSA needs to validate his or her identity.
- (2) Employers must verify the names of the person(s) authorized under paragraph (b)(1)(iii) of this section annually.
- (3) Identification of the C/TPA or other service agent used to comply with the requirements of this part, if applicable, and authorization for the C/TPA to query or report information to the Clearinghouse. Employers must update any changes to this information within 10 days.
- (c) MROs and SAPs. Each MRO or SAP must provide the following to apply for Clearinghouse registration:
- (1) Name, address, telephone number, and any additional information FMCSA needs to validate the applicant's identity;
- (2) A certification that the applicant's access to the Clearinghouse is conditioned on his or her compliance with the applicable qualification and/or training requirements in 49 CFR part 40; and
- (3) Evidence of required professional credentials to verify that the applicant currently meets the applicable qualification and/or training requirements in 49 CFR part 40.
- (d) C/TPAs and other service agents. Each consortium/third party administrator or other service agent must provide the following to apply for Clearinghouse registration:
- (1) Name, address, telephone number, and any additional information FMCSA

- needs to validate the applicant's identity; and
- (2) Name, title, and telephone number of the person(s) authorized to report information to and obtain information from the Clearinghouse.
- (3) Each C/TPÅ or other service agent must verify the names of the person(s) authorized under paragraph (d)(2) of this section annually.

## § 382.713 Duration, cancellation, and revocation of access.

- (a) *Term.* Clearinghouse registration is valid for 5 years, unless cancelled or revoked.
- (b) Cancellation. FMCSA will cancel Clearinghouse registrations for anyone who has not queried or reported to the Clearinghouse for 2 years.
- (c) Revocation. FMCSA has the right to revoke the Clearinghouse registration of anyone who fails to comply with any of the prescribed rights and restrictions on access to the Clearinghouse, including but not limited to, submission of inaccurate or false information and misuse or misappropriation of access rights or protected information from the Clearinghouse and failure to maintain the requisite qualifications, certifications and/or training requirements as set forth in part 40 of this title.

# § 382.715 Authorization to enter information into the Clearinghouse.

- (a) *C/TPAs*. No C/TPA or other service agent may enter information into the Clearinghouse on an employer's behalf unless the employer designates the C/TPA or other service agent.
- (b) *SAPs*. A driver must designate a SAP before that SAP can enter any

information about the driver's return-toduty process into the Clearinghouse.

## § 382.717 Procedures for correcting information in the database.

- (a) Petitions limited to inaccurately reported information. (1) Under this section, petitioners may challenge only the accuracy of information reporting, not the accuracy of test results or refusals.
- (2) Exceptions. (i) Petitioners may request that FMCSA remove from the Clearinghouse an employer's report of actual knowledge that the driver received a traffic citation for driving a commercial motor vehicle while under the influence of alcohol or controlled substances if the citation did not result in a conviction. For the purposes of this section, conviction has the same meaning as used in 49 CFR part 383.
- (ii) Petitioners may request that FMCSA remove from the Clearinghouse an employer's report of actual knowledge (other than as provided for in paragraph (a)(2)(i) of this section) if that report does not comply with the reporting requirements in § 382.705(b)(5).
- (iii) Petitioners may request that FMCSA remove from the Clearinghouse an employer's report of a violation under 49 CFR 40.261(a)(1) or 40.191(a)(1) if that report does not comply with the reporting requirements in § 382.705(b)(3).
- (b) Petition. Any driver or authorized representative of the driver may submit a petition to the FMCSA contesting the accuracy of information in the Clearinghouse. The petition must include:
- (1) The petitioner's name, address, telephone number, and CDL number and State of issuance;
- (2) Detailed description of the basis for the allegation that the information is not accurate; and
- (3) Evidence supporting the allegation that the information is not accurate. Failure to submit evidence is cause for dismissing the petition.
- (c) Submission of petition. The petitioner may submit his/her petition electronically through the Clearinghouse or in writing to: Federal Motor Carrier Safety Administration, Office of Enforcement and Compliance, Attention: Drug and Alcohol Program Manager, 1200 New Jersey Avenue SE., Washington, DC 20590.
- (d) Notice of decision. Within 45 days of receiving a complete petition, FMCSA will inform the driver in writing of its decision to remove, retain, or correct the information in the database and provide the basis for the decision.

- (e) Request for expedited treatment.
  (1) A driver may request expedited treatment to correct inaccurate information in his or her Clearinghouse record under paragraph (a)(1) of this section if the inaccuracy is currently preventing him or her from performing safety-sensitive functions, or to remove employer reports under paragraph (a)(2) of this section if such reports are currently preventing him or her from performing safety-sensitive functions. This request may be included in the original petition or as a separate document.
- (2) If FMCSA grants expedited treatment, it will subsequently inform the driver of its decision in writing within 14 days of receipt of a complete petition.
- (f) Administrative review. (1) A driver may request FMCSA to conduct an administrative review if he or she believes that a decision made in accordance with paragraph (d) or (e) of this section was in error.
- (2) The request must prominently state at the top of the document: "Administrative Review of Drug and Alcohol Clearinghouse Decision" and the driver may submit his/her request electronically through the Clearinghouse or in writing to the Associate Administrator for Enforcement (MC–E), Federal Motor Carrier Safety Administration, 1200 New Jersey Ave. SE., Washington, DC 20590.
- (3) The driver's request must explain the error he or she believes FMCSA committed and provide information and/or documents to support his or her argument.
- (4) FMCSA will complete its administrative review no later than 30 days after receiving the driver's request for review. The Associate Administrator's decision will constitute the final Agency action.
- (g) Subsequent notification to employers. When information is corrected or removed in accordance with this section, or in accordance with 49 CFR part 10, FMCSA will notify any employer that accessed the incorrect information that a correction or removal was made.

# § 382.719 Availability and removal of information.

(a) Driver information not available. Information about a driver's drug or alcohol violation will not be available to an employer conducting a query of the Clearinghouse after all of the following conditions relating to the violation are satisfied:

- (1) The SAP reports to the Clearinghouse the information required in § 382.705(d);
- (2) The employer reports to the Clearinghouse that the driver's returnto-duty test results are negative;
- (3) The driver's current employer reports that the driver has successfully completed all follow-up tests as prescribed in the SAP report in accordance with §§ 40.307, 40.309, and 40.311 of this title; and
- (4) Five years have passed since the date of the violation determination.
- (b) Driver information remains available. Information about a particular driver's drug or alcohol violation will remain available to employers conducting a query until all requirements in paragraph (a) of this section have been met.
- (c) Exceptions. (1) Within 2 business days of granting a request for removal pursuant to § 382.717(a)(2)(i), FMCSA will remove information from the Clearinghouse.
- (2) Information about a particular driver's drug or alcohol violation may be removed in accordance with § 382.717(a)(2)(ii) and (iii) or in accordance with 49 CFR part 10.
- (d) Driver information remains available. Nothing in this part shall prevent FMCSA from using information removed under this section for research, auditing, or enforcement purposes.

## § 382.721 Fees.

FMCSA may collect a reasonable fee from entities required to query the Clearinghouse. Exception: No driver may be required to pay a fee to access his or her own information in the Clearinghouse.

## § 382.723 Unauthorized access or use prohibited.

- (a) Except as expressly authorized in this subpart, no person or entity may access the Clearinghouse. No person or entity may share, distribute, publish, or otherwise release any information in the Clearinghouse except as specifically authorized by law. No person may report inaccurate or misleading information to the Clearinghouse.
- (b) An employer's use of information received from the Clearinghouse is limited to determining whether a prohibition applies to a driver performing a safety-sensitive function with respect to a commercial motor vehicle. No employer may divulge or permit any other person or entity to divulge any information from the Clearinghouse to any person or entity not directly involved in determining whether a prohibition applies to a driver performing a safety-sensitive function

with respect to a commercial motor vehicle.

(c) Violations of this section are subject to civil and criminal penalties in accordance with applicable law, including those set forth at § 382.507

(d) Nothing in this part shall prohibit FMCSA from accessing information about individual drivers in the Clearinghouse for research, auditing, or enforcement purposes.

## § 382.725 Access by State licensing authorities.

(a) In order to determine whether a driver is qualified to operate a commercial motor vehicle, the chief commercial driver's licensing official of a State must obtain the driver's record from the Clearinghouse if the driver has applied for a commercial driver's license from that State.

(b) By applying for a commercial driver's license, a driver is deemed to have consented to the release of information from the Clearinghouse in accordance with this section.

- (c) The chief commercial driver's licensing official's use of information received from the Clearinghouse is limited to determining an individual's qualifications to operate a commercial motor vehicle. No chief driver's licensing official may divulge or permit any other person or entity to divulge any information from the Clearinghouse to any person or entity not directly involved in determining an individual's qualifications to operate a commercial motor vehicle.
- (d) A chief commercial driver's licensing official who does not take appropriate safeguards to protect the privacy and confidentiality of information obtained under this section is subject to revocation of his or her right of access under this section.

## § 382.727 Penalties.

An employer, employee, MRO, or service agent who violates any provision of this subpart shall be subject to the civil and/or criminal penalty provisions of 49 U.S.C. 521(b)(2)(C).

## PART 383—COMMERCIAL DRIVER'S LICENSE STANDARDS; **REQUIREMENTS AND PENALTIES**

■ 13. The authority citation for part 383 is revised to read as follows:

Authority: 49 U.S.C. 521, 31136, 31301 et seq., and 31502; secs. 214 and 215 of Pub. L. 106-159, 113 Stat. 1748, 1766, 1767; sec. 1012(b) of Pub. L. 107-56, 115 Stat. 272, 297; sec. 4140 of Pub. L. 109-59, 119 Stat. 1144, 1746; sec. 32934 of Pub. L. 112-141, 126 Stat. 405, 830; sec. 7208 of Pub. L. 114-94, 129 Stat. 1312, 1593; and 49 CFR 1.87.

■ 14. Amend § 383.73 by:

- a. Removing the word "and" at the end of paragraph (b)(8);
- b. Removing the period at the end of paragraph (b)(9) and adding "; and" in its place;
- c. Adding paragraph (b)(10);
- d. Removing "and:" at the end of paragraph (c)(8) and adding a semicolon in its place;
- e. Removing the period at the end of paragraph (c)(9) and adding "; and" in its place;
- $\blacksquare$  f. Adding paragraph (c)(10);
- g. Removing the word "and" at the end of paragraph (d)(7);
- h. Removing the period at the end of paragraph (d)(8) and adding "; and" in its place;
- i. Adding paragraph (d)(9);
- j. Removing "and:" at the end of paragraph (e)(6) and adding a semicolon in its place;
- k. Removing the period at the end of paragraph (e)(7) and adding "; and" in its place;
- l. Adding paragraphs (e)(8) and (f)(4). The additions read as follows:

## § 383.73 State procedures.

(b) \* \* \*

(10) Beginning January 6, 2020, request information from the Drug and Alcohol Clearinghouse in accordance with § 382.725 of this chapter. (c) \* \* \*

(10) Beginning January 6, 2020, request information from the Drug and Alcohol Clearinghouse in accordance with § 382.725 of this chapter.

(9) Beginning January 6, 2020, request information from the Drug and Alcohol Clearinghouse in accordance with § 382.725 of this chapter.

(e) \* \*

(8) Beginning January 6, 2020, request information from the Drug and Alcohol Clearinghouse in accordance with § 382.725 of this chapter.

(f) \* \* \*

(4) Beginning January 6, 2020, for drivers seeking issuance, renewal, upgrade or transfer of a non-domiciled CDL, request information from the Drug and Alcohol Clearinghouse in accordance with § 382.725 of this chapter.

## **PART 384—STATE COMPLIANCE** WITH COMMERCIAL DRIVER'S LICENSE PROGRAM

■ 15. The authority citation for this part is revised to read as follows:

Authority: 49 U.S.C. 31136, 31301, et seq., and 31502; secs. 103 and 215 of Pub. L. 106-59, 113 Stat. 1753, 1767; sec. 32934 of Pub.

L. 112-141, 126 Stat. 405, 830; sec. 5524 of Pub. L. 114-94, 129 Stat. 1312, 1560; and 49 CFR 1.87.

■ 16. Add § 384.235 to read as follows:

### § 384.235 Commercial driver's license Drug and Alcohol Clearinghouse.

Beginning January 6, 2020, the State must request information from the Clearinghouse in accordance with § 383.73 of this chapter.

## **PART 391—QUALIFICATIONS OF DRIVERS AND LONGER COMBINATION VEHICLE (LCV) DRIVER INSTRUCTORS**

■ 17. The authority citation for part 391 continues to read as follows:

Authority: 49 U.S.C. 504, 508, 31133, 31136, 31149, and 31502; sec. 4007(b) of Pub. L. 102-240, 105 Stat. 1914, 2152; sec. 114 of Pub. L. 103-311, 108 Stat. 1673, 1677; sec. 215 of Pub. L. 106-159, 113 Stat. 1748, 1767; sec. 32934 of Pub. L. 112-141, 126 Stat. 405, 830; and 49 CFR 1.87.

■ 18. Amend § 391.23 by adding paragraph (e)(4) and revising paragraph (f) to read as follows:

## § 391.23 Investigation and inquiries.

(e) \* \* \*

(4) As of January 6, 2023, employers subject to § 382.701(a) of this chapter must use the Drug and Alcohol Clearinghouse to comply with the requirements of this section with respect to FMCSA-regulated employers.

(i) Exceptions. (A) If an applicant who is subject to follow-up testing has not successfully completed all follow-up tests, the employer must request the applicant's follow-up testing plan directly from the previous employer in accordance with § 40.25(b)(5) of this

(B) If an applicant was subject to an alcohol and controlled substance testing program under the requirements of a DOT mode other than FMCSA, the employer must request alcohol and controlled substances information required under this section directly from those employers regulated by a DOT mode other than FMCSA.

(ii) [Reserved]

(f)(1) A prospective motor carrier employer must provide to the previous employer the driver's consent meeting the requirements of § 40.321(b) of this title for the release of the information in paragraph (e) of this section. If the driver refuses to provide this consent, the prospective motor carrier employer must not permit the driver to operate a commercial motor vehicle for that motor carrier.

(2) If a driver refuses to grant consent for the prospective motor carrier

employer to query the Drug and Alcohol must not permit the driver to operate a Clearinghouse in accordance with commercial motor vehicle. paragraph (e)(4) of this section, the prospective motor carrier employer

Issued under the authority delegated in 49 CFR 1.87 on: November 8, 2016.

T.F. Scott Darling, III,

Administrator.

[FR Doc. 2016-27398 Filed 12-2-16; 8:45 am]

BILLING CODE 4910-EX-P



From: Chandrasekharan, Madhu <MChandrasekharan@aamva.org>

**Sent:** Tuesday, May 2, 2017 7:07 AM

To: JoLynn Peck; Russell Casler; Regmi, Ashish; Dsa, Pamela; Jordaan, Loffie; Stephens,

Melinda; 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet,

Patrick'; Peters, Mina L (DOA)

**Cc:** AAMVA Receptionist; Jain, Vikas; Cashin, Cian

Subject: RE: CDLIS Proposal Review Committee Monthly Meeting

## https://global.gotomeeting.com/join/704935925

-----Original Appointment-----

From: Chandrasekharan, Madhu

Sent: Tuesday, March 14, 2017 9:30 AM

**To:** Chandrasekharan, Madhu; JoLynn Peck; Russell Casler; Regmi, Ashish; Dsa, Pamela; Jordaan, Loffie; Stephens, Melinda; 'Beers, Kami (DelDOT)'; 'Anthony, Amy (DelDOT)'; 'Frey, Andrew'; 'McJannet, Patrick'; 'Peters, Mina L (DOA)'

Cc: AAMVA Receptionist; Jain, Vikas; Cashin, Cian

Subject: CDLIS Proposal Review Committee Monthly Meeting

When: Tuesday, May 2, 2017 11:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: GoToMeeting

## **CDLIS Proposal Review Committee Monthly Meeting**

Purpose: Review upcoming change proposals and discussion topics

Please join my meeting from your computer, tablet or smartphone.

https://global.gotomeeting.com/join/704935925

You can also dial in using your phone. United States: +1 (646) 749-3122

Access Code: 704-935-925

First GoToMeeting? Try a test session: <a href="http://help.citrix.com/getready">http://help.citrix.com/getready</a>

Thank you,

## Madhu Chandrasekharan

Sr. Business Analyst | AAMVA 4401 Wilson Blvd, Ste. 700, Arlington, VA. 22203 T: 703-908-5851

www.aamva.org

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## **Confidentiality Notice:**

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1

DMV00015283

From: AAMVA\_NoReply@AAMVA.org Tuesday, May 2, 2017 10:18 AM Sent:

To: Brosnan, Patrick P (DOA)

Wyoming is Currently Unavailable Subject:

Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or Helpdesk@aamva.org.

1

**To:** OBrien, Audrey K (DOA)

**Subject:** Wyoming is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** Peters, Mina L (DOA)

**Subject:** Wyoming is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

To: Nolen, David B (DOA)

**Subject:** Wyoming is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** DOA DMV IT notices

**Subject:** Wyoming is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** DOA DMV Managers

**Subject:** Wyoming is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

To: DOA DMV Managers
Subject: Wyoming is Available

# Jurisdictions:

To: Peters, Mina L (DOA)

Subject: Wyoming is Available

# Jurisdictions:

To: Nolen, David B (DOA)
Subject: Wyoming is Available

# Jurisdictions:

**To:** OBrien, Audrey K (DOA) **Subject:** Wyoming is Available

# Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Tuesday, May 2, 2017 10:43 AM
To: Brosnan, Patrick P (DOA)
Subject: Wyoming is Available

# Jurisdictions:

To: DOA DMV IT notices

Subject: Wyoming is Available

#### Jurisdictions:

From: Rogers, Jessie <JRogers@aamva.org>
Sent: Tuesday, May 2, 2017 12:33 PM

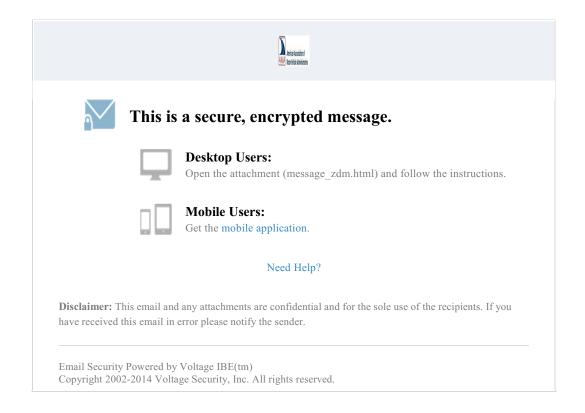
**To:** Peters, Mina L (DOA); Tham, Nichole M (DOA); Lewellyn, Tracey (DOT sponsored);

Laura.Edwards@dot.gov; Whiteside, Lauren M (DOA); OBrien, Audrey K (DOA); Carlos Dequina; Castillo, Oscar; wendy.cunningham@dot.gov; Olzenak, Brianna M (DOA);

Brodie, Brenda (FMCSA)

**Subject:** AK- CDLIS Reports Package

**Attachments:** message\_zdm.html



Help **Open Message** Sign In is required for first time users, every 90 days, or after deleting your browser history. The Sign In process requires an Authorization Code which can be entered in the following screen. If you do not have a code, please contact AAMVA by sending an email to helpdesk@aamva.org . If you do not see or cannot click / tap the Click to Read Message button: Desktop Users: Forward your original message and its attachment to zdm@vsn.voltage.com and check your inbox for a link to view it. Mobile Users: Install the mobile application.

Need Help?

Disclaimer: This email and any attachments are confidential and for the sole use of the recipients. If you have received this email in error please notify the sender.

Email Security Powered by Voltage IBE(tm) Copyright 2002-2014 Voltage Security, Inc. All rights reserved. From: Creighton, Susan <screighton@aamva.org>

**Sent:** Tuesday, May 2, 2017 12:43 PM

To: Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick

(DOA sponsored); Pressley, Dillon (DOA sponsored)

**Cc:** Garber, Casey; Chaudhry, Amir

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(DOA sponsored); Pressley, Dillon (DOA sponsored); Leonardo, Debra L (DOA); Smith,

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#### **Confidentiality Notice:**



**From:** Taber-Lowry, Cindy <CTaber-Lowry@aamva.org>

**Sent:** Tuesday, May 2, 2017 12:56 PM

To: Chrissy Nizer; Mr. Scott Vien; Ms. Karen Ballard, Public Service Manager; Ms. Kristina

Boardman; Major Ken K. Brown; Carlson, Nancy; Mr. Richard Alan Carter; Mr. Jay Chilton; Ms. Cindy Francke, Tech Records Specialist; Rick Holcomb; Mr. Glenn Jackson, Director, Drivers License Division; Stephen Leak; Ms. Helen Martin, Sr Supervisor, Driver Services; Tom Osterbind; Jane Schrank; Tonie Shields; Thompson, Marla R (DOA); Ms. Kathy Van Brocklin; Dsa, Pamela; Ferro, Anne; Grossman, Ian; Guiot, Philippe; Jordaan,

Loffie; Prakash, Srividhya; Regmi, Ashish; Wasylina, Lynn

**Subject:** April 2017 S2S GC Minutes

**Attachments:** Section 1c S2SGC Meeting Minutes 04.27.2017.docx

Good afternoon,

Attached to this email are the minutes from the April 27, 2017 S2S Governance Committee Meeting. If you feel that an item was missed or is incorrect please feel free to contact me.

Thank you.

Cindy Taber-Lowry
Lead Business Analyst
AAMVA I <a href="mailto:ctaber-lowry@aamva.org">ctaber-lowry@aamva.org</a> I T: 703.887.9002
4401 Wilson Blvd, Ste. 700, Arlington, VA. 22203 I <a href="mailto:www.aamva.org">www.aamva.org</a>
Safe Drivers • Safe Vehicles • Secure Identities • Saving Lives

#### **Confidentiality Notice:**



safe drivers safe vehicles secure identities saving lives!

# **Meeting Name**

S2S Governance Committee monthly meeting

Date(s) and Time of Meeting: 04/27/2017 3pm - 4pm EDT

Agenda Prepared By: AAMVA

**Location: GoToMeeting** 

Type: ⊠Conference Call (instructions below) ⊠Online Meeting (instructions below)

Dial In Information: Call 1-571-317-3122, access code 449-626-973.

https://global.gotomeeting.com/join/449626973

Purpose of Meeting: Monthly meeting of the S2S Governance Committee

# Meeting Attendance:

Name	Jurisdiction/ Organization	Jurisdiction/ Organization
Marla Thompson	AK	
Tonie Shields (for Walter	AR	
Anger)		
Jay Chilton	AZ	
Scott Vien	DE	$\boxtimes$
Karen Ballard	IA	$\boxtimes$
Cindy Francke	ID	$\boxtimes$
Steve Leak	IN	$\boxtimes$
Chrissy Nizer	MD	$\boxtimes$
Ken Brown	MS	
Glenn Jackson	ND	
Kathy Van Brocklin	NE	$\boxtimes$
Jane Schrank	SD	$\boxtimes$

4401 WILSON BLVD. SUITE 700. ARLINGTON VA. 22203 | 703.522.4200 | **aamva.org** 

Document ID: 0.7.1187.72652-000001 DMV00015310

Name	Jurisdiction/ Organization	Jurisdiction/ Organization
Rick Holcomb	VA	$\boxtimes$
Kristina Boardman	WI	$\boxtimes$
Helen Martin	WY	$\boxtimes$
Anne Ferro	AAMVA	×
Joe Peraino	AAMVA	$\boxtimes$
lan Grossman	AAMVA	×
Philippe Guiot	AAMVA	$\boxtimes$
Lynn Wasylina	AAMVA	×
Wendy Sibley	AAMVA	$\boxtimes$
Pam Dsa	AAMVA	$\boxtimes$
Loffie Jordaan	AAMVA	$\boxtimes$
Cindy Taber-Lowry	AAMVA	⊠
Tom Osterbind	Clerus	⊠
Rich Carter	Clerus	
Nancy Carlson	Clerus	

Meeting Schedule/Agenda:

#### 1. Administration

# a. Call to order (C Nizer)

The meeting was called to order by Chrissy Nizer.

### b. Roll call (C Taber-Lowry)

Roll call was performed by Cindy Taber-Lowry. Tonie Shields attended the meeting on behalf of Walter Anger.

# c. Minutes of the previous meeting (C Taber-Lowry)

Cindy presented the minutes of the previous meeting. The minutes were accepted without change.

### 2. S2S Work Group update (L Jordaan)

The S2S Working Group Charter editorial changes were reviewed by Loffie Jordaan. A background section and a reference to the standard meeting procedures that AAMVA follows was added to the charter.

#### 3. State outreach update (C Taber-Lowry/R Holcomb)

Rick Holcomb updated the members on the outreach activities that he is performing. Rick and Chrissy had a successful meeting with John-Mark Hack from Kentucky on Friday, April 21, 2017. On Friday, April 28, 2017 they will be meeting with Tennessee.

Cindy presented the State Outreach Activities that was performed at the CDL Coordinator's and IT Meeting that was held in St. Louis, MO.

Scott Vien spoke to Bud Craddock from Rhode Island (RI) who will be implementing their new system modernization project on July 5. After their system is stabilized REAL ID will be their priority so S2S will not be addressed for at least a year. Scott will check back in with Bud in six months.

Scott also spoke to Elizabeth Bielecki from New Hampshire who stated that S2S is not currently on their radar. He explained that as with other jurisdictions that are in the system modernization process S2S is not a priority at this time.

Helen Martin spoke with Lisa Wanke from Montana who would like more S2S information. Helen will be sending an email out to Montana to find out who the go-to person is so that more S2S discussions can occur.

Chrissy spoke with Ray Martinez from New Jersey who stated that they plan on implementing S2S in late 2018/early 2019.

AAMVA will be performing the same type of outreach activities at regionals that was done at the CDL Coordinator's and IT Meeting.

# 4. Alaska update (M Thompson)

Marla Thompson updated the members on the letter that was sent to Chrissy on April 11, 2017, from Sheldon Fisher, Commissioner. Individuals in Alaska are very concerned about the last five digits of a social security number that are being held in a central database. Marla also submitted a document outlining Alaska's request for a SPEXS design change to use the last four digits of the Social Security Number instead of the last five digits. Loffie explained that assessing the viability of such a change would require the building of a test platform. The S2S Governance Committee then asked AAMVA to prepare an estimate for investigating such a change.

# 5. S2S Financial review (L Wasylina)

Philippe Guiot and Lynn Wasylina updated the members on the S2S Financial Review that was presented to the AAMVA Board of Directors at the recent board meeting. The Board approved setting aside the projected \$1.5 million operating surplus for the post-pilot period of March 2017 to September 2017. Usage of the funds may include:

- FY2018 Operations & Maintenance (\$718K)
- On-boarding states (\$100K per state)
- Potential added enhancements

The Board also approved setting aside \$2.1 million from the FY16 net surplus of the S2S contract for S2S future activities. Usage of the fund may include:

- On-boarding states (\$100K per state)
- Revise original cost/fee model downward
- Fund future system enhancements
- Fund future system re-engineering

It was noted that the S2S financial model will be discussed in more detail at the face-to-face meeting on June 1, 2017, and that the outcome of that discussion is expected to include recommendations on how to use the funds now approved by the AAMVA Board.

### 6. Priorities for grant application (P Dsa)

Pam Dsa presented the list of future projects and their draft priorities, as previously shared. The goal was to confirm the project priorities. This would then determine which projects should be included in a Change Request to be submitted to Mississippi for the new DHS grant funds that Mississippi has already received. The Change Request is due before the next S2S Governance Committee meeting.

Pam explained that the DLA/DLC study to support S2S (#4) is an assessment. This assessment will look at both the DLA/DLC to determine if they need to be separate or need to be merged. It will answer the question: How can AAMVA use the DLA/DLC to help implement S2S?

It was noted that the Mississippi grant request to DHS included provision for the onboarding of eight additional states. To this end, \$800,000 was already set aside in the grant request. Because these funds have to be used for this purpose, the priority of project #5 (Funding for state expenses) is not important; project #5 will be included in the Change Request in any case.

Glenn Jackson noted that he would like to see the priority of project #6, "Pilot project using Digital Image Access and Facial Recognition for duplicate resolution), moved from #9 to #2.

Tom Osterbind suggested that the Mississippi grant request be distributed to the S2S Governance Committee members. Mississippi has been awarded the money and has submitted a procurement process that requires AAMVA to submit a change request to their contract. The change request is initially due by the end of May so that Mississippi can go through the formal process of evaluating the proposals.

Philippe suggested that AAMVA send more information to the members so that they can decide on the relative priorities of the projects for their state. AAMVA will also facilitate the collection of this information from states, and set up an additional meeting in May so that the project priority list can be finalized.

# 7. Future meeting agenda and meeting schedule (P Guiot)

Philippe discussed future S2S Governance Committee meeting topics. AAMVA keeps a running list of priority and backlog topics, which will be reviewed in detail at the face-to-face meeting.

The face-to-face meeting has been confirmed for Thursday, June 1, 2017. It will be at AAMVA's headquarters in Arlington, VA.

# 8. New business (C. Nizer)

Steve Leak suggested that the monthly S2S Governance Committee meetings be changed from 1-hour to  $1\frac{1}{2}$ -hours due to the important conversations that are occurring.

Cindy informed the members that the S2S FAQ(s) have been updated and are on the S2S Governance Committee SharePoint site. She also informed the group that due to today's topics the monthly S2S Operations Report was not presented but can be found on the S2S Governance Committee SharePoint site.

With no other new business brought up, Chrissy then adjourned the meeting.

# Notes, Decisions, Issues:

# **Action Items:**

Action Item	Assigned To	Due Date
Compose a thank you response to	AAMVA	Friday, May 5, 2017
Sheldon Fisher, Commissioner		
(Alaska).		
Email the grant draft priority list	AAMVA	Monday, May 1, 2017
with additional details to the		
members with a mechanism to		
collect each state's priority		
preferences.		
Set-up a GoToMeeting with the	AAMVA	Monday, May 1, 2017
S2S Governance Committee for		
the second week of May to		
finalize the project priority list.		

Next Meeting: Face-to-face, June 1, 2017 (9am to 5 pm EDT)

From: Leonardo, Debra L (DOA)
Sent: Tuesday, May 2, 2017 1:05 PM

**To:** Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA);

Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N

(DOA)

**Cc:** Garber, Casey; Chaudhry, Amir

**Subject:** RE: AK - Question

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Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



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Hi Mina and Debra,

Thanks for your quick response.

Given you always create a new title number and title issue date every time you print a new title, what are all the reasons you would print a new title, please list all reasons, i.e., new vehicle title, in-state title transfer, change state of title, duplicate title, owner name change, owner address change, lien holder name change, lien holder address change, new branding event, correction to VIN, correction to remove brand, etc.

#### Thanks,

Susan Creighton / 703.908.5893 office

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Sent: Tuesday, May 2, 2017 5:05 PM

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Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

#### Be part of the solution.

Help protect states and consumers from vehicle fraud and unsafe vehicles; get information from the National Motor Vehicle Title Information System.

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DMV00015324





From: Creighton, Susan <screighton@aamva.org>

**Sent:** Tuesday, May 2, 2017 1:12 PM

To: Leonardo, Debra L (DOA); Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick

P (DOA); Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored); Smith,

Katie N (DOA)

**Cc:** Garber, Casey; Chaudhry, Amir

**Subject:** RE: AK - Question

Hi Mina and Debra,

Thanks for your quick response.

Given you always create a new title number and title issue date every time you print a new title, what are all the reasons you would print a new title, please list all reasons, i.e., new vehicle title, in-state title transfer, change state of title, duplicate title, owner name change, owner address change, lien holder name change, lien holder address change, new branding event, correction to VIN, correction to remove brand, etc.

#### Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

Sent: Tuesday, May 2, 2017 5:05 PM

To: Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

Every time a new title is printed, the new title will have a new and unique number – even if the ownership is not changing.

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



Faster, friendlier, more accessible.

From: Peters, Mina L (DOA)

Sent: Tuesday, May 02, 2017 12:51 PM

**To:** Creighton, Susan <screighton@aamva.org>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Brosnan, Patrick P (DOA) patrick.brosnan@alaska.gov>; Anderson, Patrick (DOA sponsored) panderson@resdat.com>; Pressley, Dillon (DOA sponsored) <daslsman@resdat.com>; Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Smith, Katie N (DOA) <katie.smith@alaska.gov>

Cc: Garber, Casey < CGarber@aamva.org>; Chaudhry, Amir < AChaudhry@aamva.org>

Subject: RE: AK - Question

Good afternoon,

Looping in our business side...Debra/Katie, do you have an answer for this?

Thank you!!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 12:43 PM

**To:** Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>

Cc: Garber, Casey < CGarber@aamva.org>; Chaudhry, Amir < AChaudhry@aamva.org>

Subject: AK - Question

Hi AK,

I'm working on the Online Test Case Plan and I noticed I missed a question that you did not answer. I'm sorry, not sure how I missed it. Could you please answer the following?

Business Questionnaire Question #51

What titling events trigger a change in title number?

Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

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DMV00015328





From: Leonardo, Debra L (DOA)
Sent: Tuesday, May 2, 2017 1:46 PM

**To:** Creighton, Susan; Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick P (DOA);

Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N

(DOA)

**Cc:** Garber, Casey; Chaudhry, Amir

**Subject:** RE: AK - Question

No problem Susan,

Here are the reasons we would print a new title:

Create a new title
Add/remove an owner
Add/remove a lienholder
Replace a lost or stolen title
Record a Reconstructed brand
VIN correction

Owner address change Legal name change of owner

Correct Lien holder name and/or address

Remove brand if recorded in error

Make a Correction at the customer or lien holder's request (usually typographical)

Thank you,

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



Faster, friendlier, more accessible.

From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 1:12 PM

**To:** Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Peters, Mina L (DOA) <mina.peters@alaska.gov>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>; Anderson, Patrick (DOA sponsored) <patrick.prosnan@resdat.com>; Pressley, Dillon (DOA sponsored) <dsalsman@resdat.com>; Smith, Katie N (DOA) <katie.smith@alaska.gov>

Cc: Garber, Casey <CGarber@aamva.org>; Chaudhry, Amir <AChaudhry@aamva.org>

Subject: RE: AK - Question

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## Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

**Sent:** Tuesday, May 2, 2017 5:05 PM

To: Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

Every time a new title is printed, the new title will have a new and unique number – even if the ownership is not changing.

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



Faster, friendlier, more accessible.

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Sent: Tuesday, May 02, 2017 12:51 PM

**To:** Creighton, Susan <<u>screighton@aamva.org</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

Cc: Garber, Casey < CGarber@aamva.org>; Chaudhry, Amir < AChaudhry@aamva.org>

Subject: RE: AK - Question

Good afternoon,

Looping in our business side...Debra/Katie, do you have an answer for this?

Thank you!!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles

## Mina.Peters@alaska.gov



From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 12:43 PM

**To:** Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>

Cc: Garber, Casey < CGarber@aamva.org >; Chaudhry, Amir < AChaudhry@aamva.org >

Subject: AK - Question

Hi AK,

I'm working on the Online Test Case Plan and I noticed I missed a question that you did not answer. I'm sorry, not sure how I missed it. Could you please answer the following?

Business Questionnaire Question #51

What titling events trigger a change in title number?

Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

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From: Leonardo, Debra L (DOA) Sent: Tuesday, May 2, 2017 1:46 PM Creighton, Susan; Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick P (DOA); To: Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N Cc: Garber, Casey; Chaudhry, Amir Subject: RE: AK - Question No problem Susan, Here are the reasons we would print a new title: Create a new title Add/remove an owner Add/remove a lienholder Replace a lost or stolen title Record a Reconstructed brand VIN correction Owner address change Legal name change of owner Correct Lien holder name and/or address Remove brand if recorded in error

Thank you,

Debra L. Leonardo, Office Manager III

Motor Vehicle Solutions

Make a Correction at the customer or lien holder's request (usually typographical)

907-451-5191 voice

907-451-5192 fax

From: Creighton, Susan [mailto:screighton@aamva.org]

**Sent:** Tuesday, May 02, 2017 1:12 PM

To: Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Peters, Mina L (DOA)

<mina.peters@alaska.gov>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Brosnan, Patrick P

(DOA) <patrick.brosnan@alaska.gov>; Anderson, Patrick (DOA sponsored)

<panderson@resdat.com>; Pressley, Dillon (DOA sponsored) <dsalsman@resdat.com>; Smith, Katie

N (DOA) <katie.smith@alaska.gov>

Cc: Garber, Casey <CGarber@aamva.org>; Chaudhry, Amir <AChaudhry@aamva.org>

Subject: RE: AK - Question

Hi Mina and Debra,

Thanks for your quick response.

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Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

Sent: Tuesday, May 2, 2017 5:05 PM

**To:** Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

Every time a new title is printed, the new title will have a new and unique number – even if the ownership is not changing.

Debra L. Leonardo, Office Manager III

Motor Vehicle Solutions

907-451-5191 voice

907-451-5192 fax

From: Peters, Mina L (DOA)

Sent: Tuesday, May 02, 2017 12:51 PM

**To:** Creighton, Susan <<u>screighton@aamva.org</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

Cc: Garber, Casey <CGarber@aamva.org>; Chaudhry, Amir <AChaudhry@aamva.org>

Subject: RE: AK - Question

Good afternoon,

Looping in our business side...Debra/Katie, do you have an answer for this?

Thank you!!

Regards,
Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov
From: Creighton, Susan [mailto:screighton@aamva.org]  Sent: Tuesday, May 02, 2017 12:43 PM  To: Peters, Mina L (DOA) < mina.peters@alaska.gov >; Nolen, David B (DOA) <a href="mailto:screighton@alaska.gov">david.nolen@alaska.gov</a> >; Brosnan, Patrick P (DOA) < mailto patrick.brosnan@alaska.gov >; Anderson, Patrick (DOA sponsored) < mailto panderson@resdat.com >; Pressley, Dillon (DOA sponsored) <a href="mailto:screighton@alaska.gov">david.nolen@alaska.gov</a> >; Anderson, Patrick (DOA sponsored) < mailto panderson@resdat.com >; Pressley, Dillon (DOA sponsored) <a href="mailto:screighton">david.nolen@alaska.gov</a> >; Anderson, Patrick (DOA sponsored) <a href="mailto:screighton">david.nolen@alaska.gov</a> >; Pressley, Dillon (DOA sponsored) <a href="mailto:screighton">david.nolen@alaska.gov</a> >; Chaudhry, Amir < mailto panderson@aamva.org >; Chaudhry, Amir < mailto panderson.gov > Subject: AK - Question
Hi AK,
I'm working on the Online Test Case Plan and I noticed I missed a question that you did not answer. I'm sorry, not sure how I missed it. Could you please answer the following?
Business Questionnaire Question # 51
What titling events trigger a change in title number?
Thanks,

Document ID: 0.7.1187.72645 DMV00015339

**Susan Creighton** | Lead Systems Analyst - Quality Assurance Vehicles |AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

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DMV00015340





From: Creighton, Susan <screighton@aamva.org>

Sent: Tuesday, May 2, 2017 1:48 PM

Leonardo, Debra L (DOA); Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick To:

P (DOA); Anderson, Patrick (DOA sponsored); Pressley, Dillon (DOA sponsored); Smith,

Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

Thank you so much!

Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

Sent: Tuesday, May 2, 2017 5:46 PM

To: Creighton, Susan; Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

No problem Susan,

Here are the reasons we would print a new title:

Create a new title Add/remove an owner Add/remove a lienholder Replace a lost or stolen title Record a Reconstructed brand VIN correction

Owner address change

Legal name change of owner

Correct Lien holder name and/or address

Remove brand if recorded in error

Make a Correction at the customer or lien holder's request (usually typographical)

Thank you,

Debra L. Leonardo, Office Manager III **Motor Vehicle Solutions** 907-451-5191 voice 907-451-5192 fax



From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 1:12 PM

To: Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

Cc: Garber, Casey < CGarber@aamva.org >; Chaudhry, Amir < AChaudhry@aamva.org >

Subject: RE: AK - Question

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#### Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

Sent: Tuesday, May 2, 2017 5:05 PM

To: Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

Every time a new title is printed, the new title will have a new and unique number – even if the ownership is not changing.

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



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From: Peters, Mina L (DOA)

Sent: Tuesday, May 02, 2017 12:51 PM

**To:** Creighton, Susan <screighton@aamva.org>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>; Anderson, Patrick (DOA sponsored) <patrick.brosnan@alaska.gov>; Pressley, Dillon (DOA sponsored) <daslsman@resdat.com>; Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Smith, Katie N (DOA) <katie.smith@alaska.gov>

**Cc:** Garber, Casey < <u>CGarber@aamva.org</u>>; Chaudhry, Amir < <u>AChaudhry@aamva.org</u>>

Subject: RE: AK - Question

Good afternoon,

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Thank you!!

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



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Sent: Tuesday, May 02, 2017 12:43 PM

**To:** Peters, Mina L (DOA) < <a href="mailto:mina.peters@alaska.gov">mina.peters@alaska.gov">mina.peters@alaska.gov</a>; Nolen, David B (DOA) < <a href="mailto:david.nolen@alaska.gov">david.nolen@alaska.gov</a>; Brosnan, Patrick (DOA) < <a href="mailto:panderson@resdat.com">panderson@resdat.com</a>; Pressley, Dillon (DOA sponsored) < <a href="mailto:david.nolen@alaska.gov">david.nolen@alaska.gov</a>; Pressley, Dillon (DOA sponsored) < <a href="mailto:david.nolen@alaska.gov">panderson@resdat.com</a>; Pressley, Dillon (DOA sponsored) < <a href="mailto:david.nolen@alaska.gov">david.nolen@alaska.gov</a>; Pressley, Doa david.nolen@alaska.gov</a>; Pressley, Doa david.nolen@alaska.gov</a>; Pressley, Doa d

**Cc:** Garber, Casey < CGarber@aamva.org >; Chaudhry, Amir < AChaudhry@aamva.org >

Subject: AK - Question

Hi AK,

I'm working on the Online Test Case Plan and I noticed I missed a question that you did not answer. I'm sorry, not sure how I missed it. Could you please answer the following?

**Business Questionnaire Question #51** 

What titling events trigger a change in title number?

#### Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

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3

DMV00015345





From: Leonardo, Debra L (DOA)
Sent: Tuesday, May 2, 2017 1:57 PM

To:Creighton, SusanSubject:RE: AK - Question

No problem – have a wonderful afternoon:)

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



From: Creighton, Susan [mailto:screighton@aamva.org]

**Sent:** Tuesday, May 02, 2017 1:48 PM

**To:** Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Peters, Mina L (DOA) <mina.peters@alaska.gov>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Brosnan, Patrick P (DOA) <patrick.brosnan@alaska.gov>; Anderson, Patrick (DOA sponsored) <patrick.prosnan@resdat.com>; Pressley, Dillon (DOA sponsored) <dsalsman@resdat.com>; Smith, Katie N (DOA) <katie.smith@alaska.gov>

Cc: Garber, Casey <CGarber@aamva.org>; Chaudhry, Amir <AChaudhry@aamva.org>

Subject: RE: AK - Question

Thank you so much!

#### Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

Sent: Tuesday, May 2, 2017 5:46 PM

To: Creighton, Susan; Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

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VIN correction

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Legal name change of owner
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Make a Correction at the customer or lien holder's request (usually typographical)

Thank you,

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



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**Sent:** Tuesday, May 02, 2017 1:12 PM

To: Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

Cc: Garber, Casey < CGarber@aamva.org>; Chaudhry, Amir < AChaudhry@aamva.org>

Subject: RE: AK - Question

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Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

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To: Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

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Debra L. Leonardo, Office Manager III

Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



From: Peters, Mina L (DOA)

Sent: Tuesday, May 02, 2017 12:51 PM

**To:** Creighton, Susan <<u>screighton@aamva.org</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

**Cc:** Garber, Casey < <u>CGarber@aamva.org</u>>; Chaudhry, Amir < <u>AChaudhry@aamva.org</u>>

Subject: RE: AK - Question

Good afternoon,

Looping in our business side...Debra/Katie, do you have an answer for this?

Thank you!!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov

# MyDMV

Faster, friendlier, more accessible.

From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 12:43 PM

**To:** Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>

**Cc:** Garber, Casey < CGarber@aamva.org>; Chaudhry, Amir < AChaudhry@aamva.org>

Subject: AK - Question

Hi AK,

I'm working on the Online Test Case Plan and I noticed I missed a question that you did not answer. I'm sorry, not sure how I missed it. Could you please answer the following?

Business Questionnaire Question #51

What titling events trigger a change in title number?

# Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

#### Be part of the solution.

Help protect states and consumers from vehicle fraud and unsafe vehicles; get information from the National Motor Vehicle Title Information System.

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From: Creighton, Susan <screighton@aamva.org>

Sent:Tuesday, May 2, 2017 3:00 PMTo:Leonardo, Debra L (DOA)

**Subject:** RE: AK - Question

Thanks and you do the same

Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

**Sent:** Tuesday, May 2, 2017 5:57 PM

**To:** Creighton, Susan **Subject:** RE: AK - Question

No problem – have a wonderful afternoon:)

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



Faster, friendlier, more accessible.

From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 1:48 PM

To: Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

Cc: Garber, Casey < CGarber@aamva.org>; Chaudhry, Amir < AChaudhry@aamva.org>

Subject: RE: AK - Question

Thank you so much!

Thanks,

Susan Creighton / 703.908.5893 office

From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

**Sent:** Tuesday, May 2, 2017 5:46 PM

To: Creighton, Susan; Peters, Mina L (DOA); Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

No problem Susan,

Here are the reasons we would print a new title:

Create a new title
Add/remove an owner
Add/remove a lienholder
Replace a lost or stolen title
Record a Reconstructed brand
VIN correction
Owner address change
Legal name change of owner
Correct Lien holder name and/or address
Remove brand if recorded in error
Make a Correction at the customer or lien holder's request (usually typographical)

Thank you,

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 1:12 PM

To: Leonardo, Debra L (DOA) <<u>debbie.leonardo@alaska.gov</u>>; Peters, Mina L (DOA) <<u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) <<u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) <<u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) <<u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) <<u>dsalsman@resdat.com</u>>; Smith, Katie N (DOA) <<u>katie.smith@alaska.gov</u>>

**Cc:** Garber, Casey < CGarber@aamva.org >; Chaudhry, Amir < AChaudhry@aamva.org >

Subject: RE: AK - Question

Hi Mina and Debra,

Thanks for your quick response.

Given you always create a new title number and title issue date every time you print a new title, what are all the reasons you would print a new title, please list all reasons, i.e., new vehicle title, in-state title transfer, change state of title, duplicate title, owner name change, owner address change, lien holder name change, lien holder address change, new branding event, correction to VIN, correction to remove brand, etc.

Thanks, Susan Creighton / 703.908.5893 office From: Leonardo, Debra L (DOA) [mailto:debbie.leonardo@alaska.gov]

Sent: Tuesday, May 2, 2017 5:05 PM

To: Peters, Mina L (DOA); Creighton, Susan; Nolen, David B (DOA); Brosnan, Patrick P (DOA); Anderson, Patrick (DOA

sponsored); Pressley, Dillon (DOA sponsored); Smith, Katie N (DOA)

Cc: Garber, Casey; Chaudhry, Amir

Subject: RE: AK - Question

Every time a new title is printed, the new title will have a new and unique number – even if the ownership is not changing.

Debra L. Leonardo, Office Manager III Motor Vehicle Solutions 907-451-5191 voice 907-451-5192 fax



Faster, friendlier, more accessible.

From: Peters, Mina L (DOA)

**Sent:** Tuesday, May 02, 2017 12:51 PM

**To:** Creighton, Susan <screighton@aamva.org>; Nolen, David B (DOA) <david.nolen@alaska.gov>; Brosnan, Patrick P (DOA) patrick.brosnan@alaska.gov>; Anderson, Patrick (DOA sponsored) panderson@resdat.com>; Pressley, Dillon (DOA sponsored) <daslsman@resdat.com>; Leonardo, Debra L (DOA) <debbie.leonardo@alaska.gov>; Smith, Katie N (DOA) <<a href="mailto:katie.smith@alaska.gov">katie.smith@alaska.gov</a>>

Cc: Garber, Casey < CGarber@aamva.org >; Chaudhry, Amir < AChaudhry@aamva.org >

Subject: RE: AK - Question

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Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov



Faster, friendlier, more accessible.

From: Creighton, Susan [mailto:screighton@aamva.org]

Sent: Tuesday, May 02, 2017 12:43 PM

**To:** Peters, Mina L (DOA) < <u>mina.peters@alaska.gov</u>>; Nolen, David B (DOA) < <u>david.nolen@alaska.gov</u>>; Brosnan, Patrick P (DOA) < <u>patrick.brosnan@alaska.gov</u>>; Anderson, Patrick (DOA sponsored) < <u>panderson@resdat.com</u>>; Pressley, Dillon (DOA sponsored) < <u>dsalsman@resdat.com</u>>

**Cc:** Garber, Casey < <u>CGarber@aamva.org</u>>; Chaudhry, Amir < <u>AChaudhry@aamva.org</u>> **Subject:** AK - Question

Hi AK,

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Business Questionnaire Question #51

What titling events trigger a change in title number?

Thanks,

Susan Creighton | Lead Systems Analyst - Quality Assurance Vehicles | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington, VA 22203 | 703.908.5893 | screighton@aamva.org | www.aamva.org

# Be part of the solution.

Help protect states and consumers from vehicle fraud and unsafe vehicles; get information from the National Motor Vehicle Title Information System.

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From: NmvtisReports@aamva.org
Sent: Wednesday, May 3, 2017 3:22 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

Attachments: DuplicateVinReportDW\_AK\_20170502.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK) for 5/2/2017

Environment: Pro

0/0/2011

Page: 1

Duplicate VINs Created By ALASKA

First Time Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: 5KJNALBG5CPBM9150 (Number Of Duplicate Titles:2)

		Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type	
ľ	Current	5KJNALBG5CPBM9150	ALASKA	5125604	WSTR/2012	5/2/2017	5/2/2017	Interactive Change Title	
	History #1 *	5KJNALBG5CPB9150	ALASKA	5093395	WSTR/2012	3/17/2017	3/17/2017	Interactive New Title	
	Current	5KJNALBG5CPBM9150	MONTANA	AA3194156	WSTR/2012	9/8/2016	9/9/2016	Batch Add of Title	
	History #1	5KJNALBG5CPBM9150	MONTANA	AA1612228	WSTR/2012	5/1/2013	5/2/2013	Batch Add of Title	

Number Of First Time Duplicates Created 1
Total Number Of Duplicate VINs created: 1

From: NmvtisReports@aamva.org
Sent: Wednesday, May 3, 2017 3:25 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

Attachments: SuspenseReport\_AK\_20170502.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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## Daily Suspense Report

Fourtement:

Production

Page: 1

5/2/2017

Daily Suspense Report For AK

No Suspended Title Records Found

Total Number of New Suspended Transactions: 0

Total Number of Suspended Transactions: 0

From: OperationsHelpDeskAll@aamva.org
Sent: Wednesday, May 3, 2017 4:06 AM

**To:** DOA DMV IT notices; Peters, Mina L (DOA)

**Cc:** OperationsHelpDeskAll@aamva.org; NCS2Support@aamva.org;

UniHelpDesk@aamva.org; NetworkServicesAll@aamva.org; helpdesk@aamva.org

Subject: AK Event 12 Alert [NCS-ASH-PROD] (Primary Connection)

Importance: High

Alaska. Your connection to the NCS application has disconnected abnormally. This disconnection was not initiated by AAMVA and only affects your site. Please check your system logs (UNI and/or Network and Firewall) to identify what initiated this disconnection and reestablish your connectivity. Please provide AAMVA detailed information on the cause of this loss of connectivity.

AAMVA is also checking all dedicated resources. If it is determined that the cause of the problem is at any of AAMVA's dedicated resources we will let you know.

For UNI users, if you cannot determine the cause then please send the UNI IP log to UniHelpDesk@aamva.org.

UNI IP Log for CICS is the TCPM (TCPDATA) CICS System log.

UNI IP Log for IMS is the UNI Error Log.

UNI IP Log for Windows today's status log (UNI40\Data\Log).

UNI IP Log for UNIX is the UNISES files in \$UNI\_DATA/uni/UNISES\*

#### Connection Terminated

Instance ID: 1

LogTime : 05/03/2017 08:00:13:3930

Operations HelpDesk Voice: 1-888-AAMVA80

Email: OperationsHelpDeskAll@aamva.org

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 5:34 AM

**To:** Brosnan, Patrick P (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

## **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

To participate in this Cleanfile, please email NDR by June 7<sup>th</sup>, 2017, and plan to send your file to NDR no later than June 14<sup>th</sup>, 2017.

Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 5:34 AM

**To:** OBrien, Audrey K (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

## **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

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Cleanfiles must be submitted via Secure FTP or FTP. Please schedule a test of SFTP/FTP connectivity with NDR before attempting to send the full Cleanfile.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 5:35 AM

**To:** Peters, Mina L (DOA)

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

## **PDPS Participants:**

The National Driver Register will conduct a Cleanfile on June 18th, 2017.

Cleanfile is an optional process. It is a means for jurisdictions to refresh the pointers it has on PDPS. NDR replaces all pointers on the PDPS file with the Cleanfile set of pointers sent by the jurisdiction. In order for a pointer to be included in the Cleanfile, the associated record in the jurisdiction must contain a conviction or withdrawal specified in 23 CFR Part 1327 section 1327.5 (a) or in Appendix A to that rule.

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From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 5:35 AM

**To:** DOA DMV IT notices

**Subject:** The National Driver Register will conduct a Cleanfile on June 18, 2017

## **PDPS Participants:**

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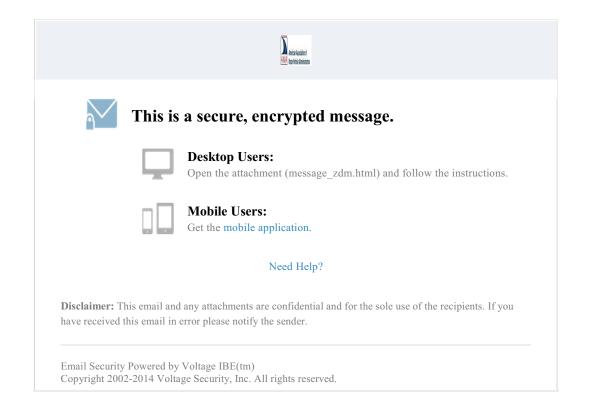
From: Castillo, Oscar < OCastillo@aamva.org>
Sent: Wednesday, May 3, 2017 6:48 AM

To: Peters, Mina L (DOA); Tham, Nichole M (DOA); Whiteside, Lauren M (DOA); OBrien,

Audrey K (DOA); Olzenak, Brianna M (DOA)

**Subject:** AK- Weekly Suspense Report

Attachments: message\_zdm.html



Open Message

Sign In is required for first time users, every 90 days, or after deleting your browser history.

The Sign In process requires an Authorization Code which can be entered in the following screen.

If you do not have a code, please contact AAMVA by sending an email to helpdesk@aamva.org.

If you do not see or cannot click / tap the Click to Read Message button:

Desktop Users: Forward your original message and its attachment to

zdm@vsn.voltage.com and check your inbox for a link to view it.

Mobile Users: Install the mobile application.

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From: Castillo, Oscar < OCastillo@aamva.org>
Sent: Wednesday, May 3, 2017 6:53 AM

To: Peters, Mina L (DOA); Tham, Nichole M (DOA); Whiteside, Lauren M (DOA); OBrien,

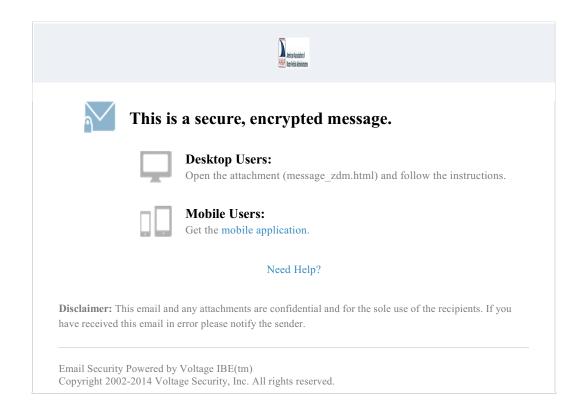
Audrey K (DOA); Olzenak, Brianna M (DOA)

Cc: wendy.cunningham@dot.gov; Carlos Dequina; Lewellyn, Tracey (DOT sponsored);

Laura.Edwards@dot.gov; Brodie, Brenda (FMCSA)

**Subject:** AK- Weekly Suspense Report

**Attachments:** message\_zdm.html



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From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 8:30 AM

To: Peters, Mina L (DOA)

**Subject:** PDPS TEST Scheduled Maintenance for Thursday May 4, 2017

Importance: High

## **PDPS TEST Participants:**

NDR has notified AAMVA Operations that NDR will be performing scheduled maintenance on the PDPS Test Environment for Thursday, May 4<sup>th</sup>, 2017 from 9:00 PM ET to 11:00 PM ET. The PDPS Test Environment should be unavailable during the maintenance window.

The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 8:30 AM

**To:** Brosnan, Patrick P (DOA)

**Subject:** PDPS TEST Scheduled Maintenance for Thursday May 4, 2017

Importance: High

## **PDPS TEST Participants:**

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From: AAMVA\_NoReply@AAMVA.org
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Importance: High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Wednesday, May 3, 2017 8:31 AM

**To:** DOA DMV IT notices

**Subject:** PDPS TEST Scheduled Maintenance for Thursday May 4, 2017

Importance: High

## **PDPS TEST Participants:**

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The AAMVA team remains dedicated to providing quality services that meet the critical business needs of our customers, including providing advance notice of all planned outages.

From: Rao, Naresh <NRao@aamva.org>
Sent: Wednesday, May 3, 2017 8:44 AM

**To:** Tham, Nichole M (DOA)

Cc:Jain, VikasSubject:CSTIMS

#### Good Morning Nichole,

Tamanna Haque mentioned she recently activated and updated your CSTIMS User Account. Just wanted to introduce myself – I am a Business Analyst with AAMVA's CSTIMS Team. I am following up to see if you need any additional information about CSTIMS or if you have any questions. Also wanted to mention that we have CSTIMS Training Slides at this link <a href="http://www.aamva.org/CSTIMS/">http://www.aamva.org/CSTIMS/</a> on the Documentation Tab.

In the meantime, we wanted to see how we can help and I would like to talk to you about your plans for CSTIMS at Alaska. Please feel free to call me anytime this week. If I am not at my desk, my desk phone will forward the call automatically to my cell phone after a few rings. Alternatively, I can call you at a date and time convenient to you.

Thanks and regards

#### Naresh Rao

Sr. Business Analyst | AAMVA | www.aamva.org 703-908-5845 | nrao@aamva.org From: Jain, Vikas <VJain@aamva.org>
Sent: Wednesday, May 3, 2017 8:59 AM
To: Rao, Naresh; Tham, Nichole M (DOA)

**Subject:** RE: CSTIMS

Nichole,

It might be easier if you please let us know your availability so we can setup a quick call. Thanks.

#### Regards,

Vikas Jain | Ph: 703-908-5763 | vjain@aamva.org | 4401 Wilson Blvd, Suite 700 • Arlington, VA 22203 • Tel 703.522.4200 | www.aamva.org | Confidentiality Notice:

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#### Have you been MOVE'd?

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From: Rao, Naresh

Sent: Wednesday, May 3, 2017 12:44 PM

To: nichole.tham@alaska.gov

**Cc:** Jain, Vikas **Subject:** CSTIMS

Good Morning Nichole,

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Thanks and regards

#### Naresh Rao

Sr. Business Analyst | AAMVA | www.aamva.org 703-908-5845 | nrao@aamva.org

From: Tham, Nichole M (DOA)

Sent: Wednesday, May 3, 2017 9:03 AM

To: 'Jain, Vikas'; 'Rao, Naresh'

Subject: RE: CSTIMS

Good morning,

Thank you both for reaching out to us. How about Monday May 8<sup>th</sup> at 9:00a.m. Alaska time? If that works I'll send out an invite.

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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From: Jain, Vikas [mailto:VJain@aamva.org]
Sent: Wednesday, May 03, 2017 8:59 AM

To: Rao, Naresh < NRao@aamva.org>; Tham, Nichole M (DOA) < nichole.tham@alaska.gov>

Subject: RE: CSTIMS

Nichole.

It might be easier if you please let us know your availability so we can setup a quick call. Thanks.

#### Regards,

Vikas Jain | Ph: 703-908-5763 | vjain@aamva.org | 4401 Wilson Blvd, Suite 700 • Arlington, VA 22203 • Tel 703.522.4200 | www.aamva.org | Confidentiality Notice:

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Have you been MOVE'd?

For up-to-date content visit the online version of AAMVA's award-winning magazine.

From: Rao, Naresh

Sent: Wednesday, May 3, 2017 12:44 PM

To: nichole.tham@alaska.gov

**Cc:** Jain, Vikas **Subject:** CSTIMS

Good Morning Nichole,

Tamanna Haque mentioned she recently activated and updated your CSTIMS User Account. Just wanted to introduce myself – I am a Business Analyst with AAMVA's CSTIMS Team. I am following up to see if you need any additional information about CSTIMS or if you have any questions. Also wanted to mention that we have CSTIMS Training Slides at this link <a href="http://www.aamva.org/CSTIMS/">http://www.aamva.org/CSTIMS/</a> on the Documentation Tab.

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Thanks and regards

#### Naresh Rao

Sr. Business Analyst | AAMVA | www.aamva.org 703-908-5845 | nrao@aamva.org



From: Tham, Nichole M (DOA)

Sent: Wednesday, May 3, 2017 9:03 AM

**To:** 'Jain, Vikas'; 'Rao, Naresh'

Subject: RE: CSTIMS

Good morning,

Thank you both for reaching out to us. How about Monday May 8<sup>th</sup> at 9:00a.m. Alaska time? If that works I'll send out an invite.

Sincerely,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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DMV00015383



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From:Rao, Naresh < NRao@aamva.org>Sent:Wednesday, May 3, 2017 9:31 AMTo:Tham, Nichole M (DOA); Jain, Vikas

**Subject:** RE: CSTIMS

Yes, Monday May 8th at 9 AM Alaska Time would work for us. Thanks.

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DMV00015395



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From: cstims-donotreply@aamva.org

Sent: Wednesday, May 3, 2017 10:41 AM

To: Browning, Elizabeth P (DOA)

**Subject:** CSTIMS User Registration Information

This email confirms that your username for the CSTIMS application has been changed. Your new username is liz.browning@alaska.gov If you have any questions about this change, please contact your administrator. nichole.tham@alaska.gov

From: cstims-donotreply@aamva.org

Sent: Wednesday, May 3, 2017 10:41 AM

To: Browning, Elizabeth P (DOA)

Subject: CSTIMS New User Registration Information

Nichole Tham from State of Alaska/DMV has created an account for you.

This account will allow you to access the CSTIMS (Commercial Skills Test Information Management System) application.

Before you can access this application, you must activate your account.

Note that your User Name for the application is: liz.browning@alaska.gov

Activation Link: Click Here

If you have any questions regarding this email, please contact Nichole Tham at nichole.tham@alaska.gov

From: cstims-donotreply@aamva.org
Sent: Wednesday, May 3, 2017 10:52 AM

**To:** Hord, Barbara A (DOA)

**Subject:** CSTIMS User Registration Information

This email confirms that your username for the CSTIMS application has been changed. Your new username is barbara.hord@alaska.gov If you have any questions about this change, please contact your administrator. nichole.tham@alaska.gov

From: cstims-donotreply@aamva.org
Sent: Wednesday, May 3, 2017 10:52 AM

**To:** Hord, Barbara A (DOA)

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Note that your User Name for the application is: barbara.hord@alaska.gov

Activation Link: Click Here

If you have any questions regarding this email, please contact Nichole Tham at nichole.tham@alaska.gov

From: cstims-donotreply@aamva.org
Sent: Wednesday, May 3, 2017 11:00 AM

**To:** Whiteside, Lauren M (DOA)

**Subject:** CSTIMS New User Registration Information

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This account will allow you to access the CSTIMS (Commercial Skills Test Information Management System) application.

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Note that your User Name for the application is: lauren.whiteside@alaska.gov

Activation Link: Click Here

If you have any questions regarding this email, please contact Nichole Tham at nichole.tham@alaska.gov

From: Thompson, Marla R (DOA)

**Sent:** Wednesday, May 3, 2017 11:10 AM

**To:** Burgess, Vanora

**Subject:** Accepted: S2S Governance Committee monthly meeting - July 2017

From: cstims-donotreply@aamva.org
Sent: Wednesday, May 3, 2017 11:12 AM

**To:** Whiteside, Lauren M (DOA)

**Subject:** CSTIMS New User Registration Information

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**To:** OBrien, Audrey K (DOA)

**Subject:** Vermont Scheduled Maintenance Sunday, May 7, 2017

# Jurisdictions:

AAMVA has been informed that Vermont will be performing scheduled maintenance on Sunday, May 7, 2017 from 12:00 PM ET to 1:30 PM ET. Vermont will be unavailable during this time period.

**To:** Brosnan, Patrick P (DOA)

**Subject:** Vermont Scheduled Maintenance Sunday, May 7, 2017

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To: Nolen, David B (DOA)

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**To:** DOA DMV Managers

**Subject:** Vermont Scheduled Maintenance Sunday, May 7, 2017

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**To:** DOA DMV IT notices

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**To:** Peters, Mina L (DOA)

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From: Sent:

To: Cc: Packard, Karen (DOL) < KPACKARD@DOL.WA.GOV>

Wednesday, May 3, 2017 11:45 AM

Rutherford, Teresa (DOL); Bryant, Susan (DOL)

 $mary.heath@dps.alabama.gov; \ rhonda.harris@dps.alabama.gov; \ Whiteside, \ Lauren \ Marche Marche$ 

(DOA); DOA DMV JDL (DOA sponsored); DOA DMV ADL (DOA sponsored);

Ibailey@azdot.gov; rhohnson@azdot.gov; pam.moore@rev.state.ar.us;

richell.jones@dfa.arkansas.gov; lodcdlaamva@dmv.ca.gov;

garfield.sheltonlll@dmv.ca.gov; smonson@spike.dor.state.co.us;

 $shawn.kizzar@state.co.us;\ Naveen.prathikantam@ct.gov;\ roxanne.dean@dmvct.org;$ 

Kami.Beers@state.de.us; caleb.vicks@state.de.us; rick.whitley@dc.gov;

natasha.green@dc.gov; ousanas.jabulani@dc.gov; dianneregister@flhsmv.gov;

jewelher ring @flhsmv.gov; lgilmore @dds.ga.gov; peggy.umetsu @hawaii.gov;

hihelpdesk@hawaii.gov; dan.lucy@hawaii.gov; john.lovstedt@hawaii.gov; cindy.francke@itd.idaho.gov; jnelson@ilsos.net; sdeclerck@ilsos.net; jprince3@ilsos.net;

cmccann@ilsos.net; tsanders@bmv.in.gov; ceaton@bmv.in.gov; mlechner@bmv.in.gov;

trcommander@bmv.in.gov; david.beary@dot.iowa.gov; cdlhelpdesk@iowadot.us;

kelly.queener@iowadot.us; Tammy.Allen@ks.gov; crystal.addington@kdor.ks.gov;

judy.wolf@ky.gov; kytc.cdl@ky.gov; kimberly.graham@dps.la.gov; paige.paxton@la.gov;

sheila.walsh@la.gov; jessica.pomerleau@maine.gov; debbie.flagg@maine.gov;

lisa.d.moulton@maine.gov; paytch-carr@mdot.state.md.us; anne.michalik@state.ma.us;

PeckJ3@michigan.gov; ryan; holyn; Katherine.Daley@state.mn.us;

tisa.white@state.mn.us; molly.hauck@state.mn.us; jbush@mdps.state.ms.us;

Carla.Cobb@dor.mo.gov; barb.troutman@dor.mo.gov; bpellen@mt.gov; jbaum2

@mt.gov; tina.clough@nebraska.gov; dpurcell@dmv.nv.gov; mcsia@dmv.nv.gov;

JHodgdon@safety.state.nh.us; james.meyer@dos.nh.gov;

Frances.McCarthy@oit.state.nj.us; Martha.Martinez@state.nm.us; David.malsan2

@dmv.ny.gov; dmv.sm.cdlhelpdesk@dmv.ny.gov; sutley@ncdot.gov; baweb@ncdot.gov;

mmahin@nd.gov; CDL@dps.state.oh.us; CBarney@dps.state.ok.us;

Andrew.Daniel@dps.ok.gov; Tina.Register@dps.ok.gov; Emily.Fitzpatrick@dps.ok.gov;

Jaclynn.Frace@dps.ok.gov; HelpDesk@aamva.org; nancy.j.nelson@odot.state.or.us;

Lydia.K.Beebe@odot.state.or.us; ntracy@dmv.state.ri.us; carol.bronzell@scdmv.net;

Don.Hayward@state.sd.us; beverly.caruthers@state.tn.us; spetersen@utah.gov;

tammy.kelly@state.vt.us; pat.deluke@dmv.virginia.gov; DOL OLM HQ Out-Of-State;

Sush.Pakvasa@wv.gov; jennifer.brady@dot.wi.gov; ron.baker@dot.state.wy.us;

rhonda.harris@dps.alabama.gov; Jerry.Cogdill@alaska.gov; choffmann@azdot.gov;

Linda.craig@rev.state.ar.us; lodcdlaamva@dmv.ca.gov; jmarkus@spike.dor.state.co.us;

Melissa.Connery@ct.gov; rhonda.west@state.de.us; elias.khalil@dc.gov;

 $khill@dds.ga.gov;\ hkoizumi@honolulu.gov;\ vicky.fisher@itd.idaho.gov;$ 

dwolters@ilsos.net; nmoore@bmv.in.gov; Andrea. Coco@dot.iowa.gov;

mathew.may@kdor.ks.gov; Sharon.Curtsinger@ky.gov; ashleigh.bossom@dps.la.gov;

BMV.HelpDesk@maine.gov; kshubenok@mdot.state.md.us;

aedwards@mdot.state.md.us; susan.crispin@state.ma.us; randalla@michigan.gov;

 $smithr 14@michigan.gov;\ coreyj 1@michigan.gov;\ Nathan. Thomas@state.mn.us;$ 

jthomas@mdps.state.ms.us; Kelly.McClanahan@dor.mo.gov; kgiard@mt.gov;

sara.orourke@nebraska.gov; aganung@dmv.nv.gov; SRaghurajan@safety.state.nh.us;

Amanda.Cramer@dot.state.nj.us; Doug.Torhan@state.nm.us; David.malsan2

@dmv.ny.gov; dspra@dmv.state.ny.us; dmv.sm.cdlhelpdesk@dmv.ny.gov;

Isamson@ncdot.gov; baweb@ncdot.gov; arene@nd.gov;

DMcConnaughey@dps.ohio.go; cblackfo@dps.state.ok.us;

ordmvexternalsystems@odot.state.or.us; nancy.j.nelson@odot.state.or.us;

**Cc:** denisem@DoIT.ri.gov; lisa.fresolone@dmv.ri.gov; larry.strock@scdmv.net;

cdlhelpdesk@scdmv.net; Ross.Effling@state.sd.us; mstephens@utah.gov; dlhelpdesk@utah.gov; robert.melcher@state.vt.us; debbielamadon@state.vt.us;

james.walker@dmv.virginia.gov; dlworkcenter@dmv.virginia.gov;

kristal.bevins@dmv.virginia.gov; Martha.J.Hoschar@wv.gov; lois.e.holstein@wv.gov; teresa.rowe@dot.wi.gov; karen.lawler@dot.wi.gov; lynada.spencer@dot.state.wy.us;

calvarez@nd.gov; tbenjamin@dps.ohio.gov; aedaniels@dps.ohio.gov;

ordmvexternal systems@odot.state.or.us

**Subject:** WA State out of state contact change

# To all concerned:

I am sending this notification to update the contact names for Washington State Department of Licensing Out of State desk.

# **Primary Contact:**

Susan Bryant
OLMOOSs@DOL.WA.GOV
360-902-3950 opt #2

# **Secondary Contacts**

Esmah Vansot (IS)

EVANSOT@DOL.WA.GOV

360-664-6554

Karen Packard

<u>KPACKARD@DOL.WA.GOV</u>

360-902-3963

Also if you still have Megan Ringwood or Megan Jackson as a contact we ask that you please remove her from your lists.

Thanks and please feel free to contact us with any questions or concerns. We look forward to serving you.

Karen Packard
CDL Technical Support Program Manager
Programs and Service Division
Department of Licensing
PH: 360-902-3963

FAX: 360-570-4911

kpackard@dol.wa.gov

From: Rao, Naresh <NRao@aamva.org>
Sent: Wednesday, May 3, 2017 12:38 PM

To: Tham, Nichole M (DOA)
Subject: Accepted: CSTIMS AK Call

**To:** Peters, Mina L (DOA)

**Subject:** New Mexico is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

To: Nolen, David B (DOA)

**Subject:** New Mexico is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** Brosnan, Patrick P (DOA)

**Subject:** New Mexico is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** OBrien, Audrey K (DOA)

**Subject:** New Mexico is Currently Unavailable

#### Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** DOA DMV Managers

**Subject:** New Mexico is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

**To:** DOA DMV IT notices

**Subject:** New Mexico is Currently Unavailable

Jurisdictions:

AAMVA's Operations Department has been notified that New Mexico is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: Jain, Vikas <VJain@aamva.org>
Sent: Wednesday, May 3, 2017 1:20 PM

To: Tham, Nichole M (DOA)
Subject: Accepted: CSTIMS AK Call

To:Brosnan, Patrick P (DOA)Subject:New Mexico is Available

# Jurisdictions:

To: Nolen, David B (DOA)

Subject: New Mexico is Available

# Jurisdictions:

**To:** OBrien, Audrey K (DOA) **Subject:** New Mexico is Available

# Jurisdictions:

**To:** Peters, Mina L (DOA) **Subject:** New Mexico is Available

# Jurisdictions:

New Mexico has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.2016/nc.2

To: DOA DMV Managers
Subject: New Mexico is Available

# Jurisdictions:

New Mexico has resumed normal application processing. If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="https://doi.org/10.2016/nc.2

To: DOA DMV IT notices
Subject: New Mexico is Available

# Jurisdictions:

From: NmvtisReports@aamva.org
Sent: Thursday, May 4, 2017 3:37 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

Attachments: DuplicateVinReportDW\_AK\_20170503.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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# Duplicate Vin Report ALASKA (AK) for 5/3/2017

Run Date: 5/4/2017

nvironment: Production

Page: 1

#### Duplicate VINs Created By ALASKA

First Time Duplicates

Transaction Source : Batch and Online Updates

Duplicate	VIN:	6F07T231877	(Number	Of	Duplicate	Titles:2)	

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	6F07T231877	ALASKA	5100985	FORD/1996	5/3/2017	5/3/2017	Interactive New Title
Current	6F07T231877	ARKANSAS	761005747963	FORD/1966	11/18/2016	11/19/2016	Batch Add of Title
History #1	6F07T231877	ARKANSAS	50011000521	FORD/1966	3/31/2010	4/2/2010	Batch Add of Title
History #2	6F07T231877	ARKANSAS	999405F8658	FORD/1966	8/18/2005	1/31/2010	Batch Add of Title

#### Duplicate VIN: 7T03C249699 (Number Of Duplicate Titles:2)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	7T03C249699	ALASKA	5121243	FORD/1967	5/3/2017	5/3/2017	Interactive New Title
Current	7T03C249699	GEORGIA	99QFN1185	FORD/1967	2/3/2016	3/1/2016	Batch Add of Title

2

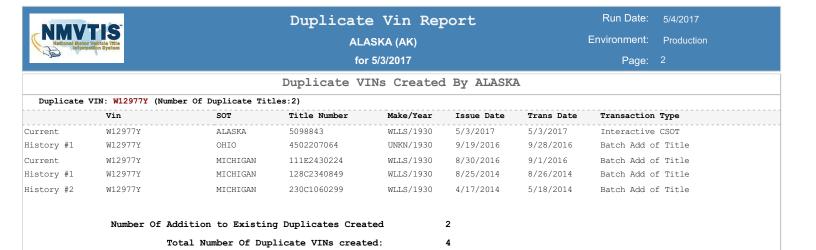
#### Number Of First Time Duplicates Created

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate	VIN:	315096	(Number	Of	Duplicate	Titles:4)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	315096	ALASKA	5099789	GWM /2007	5/3/2017	5/3/2017	Interactive Change Title
History #1	315096	ALASKA	5099788	GWM /2007	5/3/2017	5/3/2017	Interactive Change Title
History #2	315096	ALASKA	4208516	GWM /2007	10/10/2013	10/10/2013	Interactive Change Title
History #3	315096	ALASKA	3932199	GWM /2007	7/9/2012	7/9/2012	Interactive Change Title
History #4	315096	ALASKA	3636925	GWM /2007	4/27/2011	4/27/2011	Interactive New Title
Current	315096	ALABAMA	63AT625	JEEP/1947	2/13/2014	5/15/2014	Batch Add of Title
History #1	315096	ALABAMA	63A78R4	JEEP/1947	3/2/2009	5/19/2009	Batch Add of Title
Current	315096	ALABAMA	63M297D	AMER/1947	6/21/2004	8/17/2004	Batch Add of Title
Current	315096	ALABAMA	28D065Y	AMER/1974	8/22/2003	11/2/2003	Batch Add of Title



From: NmvtisReports@aamva.org
Sent: Thursday, May 4, 2017 3:41 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170503.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

5/3/2017

Page: 1

Daily Suspense Report For AK

Message Type: UT

Change State Of Title Status: E

COT	_	T-T7A
SOI	:	WA

Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042070007 1UNIUT	1D8GU28K48W229179	1700448598		
SD	1705030417081840247 NMSD	1D8GU28K48W229179	4397162	32749731	
SD Error	1705030417080001 1UNISD	1D8GU28K48W229179	4397162	32749731	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042050001 1UNIUT	2C4RDGCG2GR327352	1708280893		
SD	1705030417030740245 NMSD	2C4RDGCG2GR327352	4875299	39566324	
SD Error	1705030417020004 1UNISD	2C4RDGCG2GR327352	4875299	39566324	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042040006 1UNIUT	1N6AA0EC2AN307496	1700239507		
SD	1705030416583080243 NMSD	1N6AA0EC2AN307496	4149785	34590805	
SD Error	1705030416580001 1UNISD	1N6AA0EC2AN307496	4149785	34590805	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042010001 1UNIUT	1FTDX1729VKA31141	1700132149		
SD	1705030416465420237 NMSD	1FTDX1729VKA31141	4231771	28807988	
SD Error	1705030416460002 1UNISD	1FTDX1729VKA31141	4231771	28807988	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041540006 1UNIUT	3C6UD5ML4CG139272	1702731191		
SD	1705030416171980221 NMSD	3C6UD5ML4CG139272	5002706	36219469	
SD Error	1705030416170001 1UNISD	3C6UD5ML4CG139272	5002706	36219469	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041360002 1UNIUT	1FTDR15X5RPB24109	1713736110		
SD	1705030415229930195 NMSD	1FTDR15X5RPB24109	2723566	203645337582297	
SD Error	1705030415220007 1UNISD	1FTDR15X5RPB24109	2723566	203645337582297	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041310008 1UNIUT	2B3KA53H66H197427	1701934768		
SD	1705030415080870189 NMSD	2B3KA53H66H197427	4910477	32975079	
SD					

National He larie	der Natificia (Tita emedical System		1spense Repor 5/3/2017		Environment: Production Page: 2				
Daily Suspense Report For AK									
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030041040001 1UNIUT	3C4PDCBG4FT682102	1712836581						
SD	1705030413525060162 NMSD	3C4PDCBG4FT682102	4677874	38808692					
SD Error	1705030413520001 1UNISD	3C4PDCBG4FT682102	4677874	38808692					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030040550008 1UNIUT	JTEBU4BF6DK153865	1710493702						
SD	1705030413308180153 NMSD	JTEBU4BF6DK153865	4120704	36907373					
SD Error	1705030413300005 1UNISD	JTEBU4BF6DK153865	4120704	36907373					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030040330001 1UNIUT	4S4WX82C064419619	1705290992						
SD	1705030412119880130 NMSD	4S4WX82C064419619	3653338	35217855					
SD Error	1705030412110008 1UNISD	4S4WX82C064419619	3653338	35217855					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030040220000 1UNIUT	JF1GE60619H514547	1708142261						
SD	1705030411416750115 NMSD	JF1GE60619H514547	3653342	35230922					
SD Error	1705030411410003 1UNISD	JF1GE60619H514547	3653342	35230922					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030040210006 1UNIUT	JTEES41A992146828	1706463377						
SD	1705030411396430113 NMSD	JTEES41A992146828	5006535	34115183					
SD Error	1705030411390004 1UNISD	JTEES41A992146828	5006535	34115183					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030040050001 1UNIUT	1NKDLP9X5CJ326097	1713287403						
SD	1705030410548450063 NMSD	1NKDLP9X5CJ326097	3975670	35873891					
SD Error	1705030410540006 1UNISD	1NKDLP9X5CJ326097	3975670	35873891					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030040030002 1UNIUT	1D4HB48N96F106654	1713861423						
SD	1705030410517200059 NMSD	1D4HB48N96F106654	4484480	38368394					
SD Error	1705030410510005 1UNISD	1D4HB48N96F106654	4484480	38368394					
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message				
UT	1705030039550003 1UNIUT	3C63R3NL3EG242881	1707083466						
SD	1705030410269850041 NMSD	3C63R3NL3EG242881	4762978	39109798					
SD Error	1705030410260007 1UNISD	3C63R3NL3EG242881	4762978	39109798					

( 14 IAI	/TIS		ispense Repor	<u>_</u> _	
Ini	oter Valificio Titlo ermation System			E	nvironment: Production
~P	3		5/3/2017		Page: 3
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039460003 1UNIUT	1FDXE4FS5EDA48072	1708280602		
SD	1705030409525780021 NMSD	1FDXE4FS5EDA48072	5046023	37864774	
SD Error	1705030409520004 1UNISD	1FDXE4FS5EDA48072	5046023	37864774	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039420007 1UNIUT	1C4PJMCB4GW289021	1701432794		
SD	1705030409319520010 NMSD	1C4PJMCB4GW289021	4666684	39499103	
SD Error	1705030409310005 1UNISD	1C4PJMCB4GW289021	4666684	39499103	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039360006 1UNIUT	2C4RDGCG8GR327288	1700522726		
SD	1705030409154990002 NMSD	2C4RDGCG8GR327288	4896252	39593948	
SD Error	1705030409150002 1UNISD	2C4RDGCG8GR327288	4896252	39593948	
	AK Number of New Sus	pended "E" Transactions wit	th WA:	18	
	AK Number of Sus	pended "E" Transactions wit	th WA:	18	
	AK Number of	New Suspended "E" Transact	tions:	18	
	AK Numbe	r of Suspended "E" Transact	tions:	18	
		r of Suspended "E" Transact		18 18	
	AK Number of	-	ctions		
	AK Number of	New Suspended "UT" Transac	ctions	18	

**To:** OBrien, Audrey K (DOA)

**Subject:** Florida Scheduled Maintenance Thursday, May 4, 2017

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, May 4, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

From: AAMVA\_NoReply@AAMVA.org Sent: Thursday, May 4, 2017 7:15 AM Brosnan, Patrick P (DOA) To:

Florida Scheduled Maintenance Thursday, May 4, 2017 Subject:

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, May 4, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

If you have any questions or concerns, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or helpdesk@aamva.org

To: Nolen, David B (DOA)

**Subject:** Florida Scheduled Maintenance Thursday, May 4, 2017

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, May 4, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

**To:** DOA DMV IT notices

**Subject:** Florida Scheduled Maintenance Thursday, May 4, 2017

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, May 4, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

**To:** DOA DMV Managers

**Subject:** Florida Scheduled Maintenance Thursday, May 4, 2017

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, May 4, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

**To:** Peters, Mina L (DOA)

**Subject:** Florida Scheduled Maintenance Thursday, May 4, 2017

#### Jurisdictions:

AAMVA would like to inform all jurisdictions and stake holders that Florida will be performing a scheduled maintenance on Thursday, May 4, 2017 from 07:00 PM to 11:55 PM ET. Florida will be unavailable to process any transactions during this time.

From: Rogers, Jessie < JRogers@aamva.org>
Sent: Thursday, May 4, 2017 7:43 AM

**To:** Peters, Mina L (DOA); Tham, Nichole M (DOA); Lewellyn, Tracey (DOT sponsored);

Laura. Edwards@dot.gov; Whiteside, Lauren M (DOA); Carlos Dequina; Castillo, Oscar;

wendy.cunningham@dot.gov; Brodie, Brenda (FMCSA)

Subject:AK- MPR Summary ReportAttachments:MPR Summary Report- AK.xlsx

tle:	CD90.7.2 MPR Summary Report					
ng:	Monthly					
on:	§ 384.207: Notification of Licensing					
	Within the period defined in § 383.73(h) of this subchapter, the State must:					
	(a) Notify the operator of the CDLIS of each CLP or CDL issuance;					
	(b) Notify the operator of the CDLIS of any changes in driver identification information; and					
	(c) In the case of transfer issuances, implement the Change State of Record transaction, as specified by th					
	CDLIS, in conjunction with the previous State of record and the operator of the CDLIS.					
: [	Add Driver (UA); Change State of Record (UD); Delete Driver (UE)					
e: [	*This report displays summary information for the Master Pointer Records (MPRs) for a State of Record. The su					
	the addition of the new MPRs to the SOR, number of Change State of Records from and to the SOR, and the nun					
	deleted. The subtotal of MPRs added or deleted to the State's MPR count for the month is also provided. It displ					
	count of Master Pointer Records (MPRs) currently present in CDLIS and the percentage of Master Pointer Record					
	state has in CDLIS.					
	Header: Report filter information					
:	Detail: The MPR(s) added and removed for a State of Record					
	Summary Section:					
	* Total number of new MPR(s) added					
	* Total number of Change State of Record (CSOR) moved into State					
	* Subtotal of MPR(s) added to State's Total MPR Count					
	* Total number of MPR(s) deleted					
	* Total number of Change State of Record (CSOR) moved out of State					
	* Subtotal of MPR(s) removed from State's Total MPR Count					
	* MPR Count as of Report Date					
	* Total number of MPR(s) in CDLIS as of Report End Date					
	* 'ST' Percentage (%) as of Report End Date					

<u>NOTE</u>: The current MPR Summary Report for your state does not include the CDL status change of the Master Pointer Records (MPRs) i.e. the number of records that have upgraded to a CDLIS MPR and the number of records that have downgraded from a CDLIS MPR which impact the CDLIS MPR count at the Central Site. AAMVA is currently working on implementing a new report to include these counts.

#### **Need training on CDLIS Reports?**

The following two courses are available:

May 9<sup>th</sup> CDLIS Reports- Identifying Potential Issues Part 1 (advanced) - In depth look at how Jurisdictions can use the CDLIS Reports to identify issues, resolve issues and ultimately become green. Part 1 course reviews the CD90.5.3 SDLA

Inquiries Check Report, CD90.5.6 Medical Recordkeeping Report, CD90.4.3 Disqualifying Convictions Received and CD90.4.4 Disqualifying Convictions Rejected Reports in great detail. Part 2 covers the other CDLIS Reports.

May 10<sup>th</sup> CDLIS Reports- Identifying Potential Issues Part 2 (advanced) - In depth look at how Jurisdictions can use the CDLIS Reports to identify issues, resolve issues and ultimately become green. The Part 2 course reviews the Quarterly Problem Ticket Report, CD90.7.2 MPR Summary Report and CD90.3.7 Frequent Inquiry Report in great detail. The course also reviews additional CDLIS Reports that are useful to Jurisdictions when trying to identify issues.

Click the following link to view the course catalogue and to register or enroll in a session: <a href="http://aamva.intevista.com">http://aamva.intevista.com</a>. If you experience trouble enrolling, or if you would like more information on any of the courses, please send an email to <a href="mailto:trainer@aamva.org">trainer@aamva.org</a>. NOTE: All courses are free for AAMVA members.

Thanks,

**Jessie Rogers** | Senior Operations Analyst | AAMVA | 4401 Wilson Blvd., Suite 700 Arlington, Va. 22203 | 703.908.8264 | jrogers@aamva.org | www.aamva.org

#### Have you been MOVE'd?

For up-to-date content visit the online version of AAMVA's award-winning magazine.

#### **Confidentiality Notice:**

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This document DMV00015445 has been produced natively	

**To:** OBrien, Audrey K (DOA)

**Subject:** Massachusetts Scheduled Maintenance - Sunday, May 7, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Massachusetts will be performing scheduled maintenance on Sunday, May 7, 2017 from 8:00 AM ET until 9:30 AM ET. Massachusetts will not be able to process any transactions during this time.

Brosnan, Patrick P (DOA) To:

Subject: Massachusetts Scheduled Maintenance - Sunday, May 7, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Massachusetts will be performing scheduled maintenance on Sunday, May 7, 2017 from 8:00 AM ET until 9:30 AM ET. Massachusetts will not be able to process any transactions during this time.

**To:** Peters, Mina L (DOA)

**Subject:** Massachusetts Scheduled Maintenance - Sunday, May 7, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Massachusetts will be performing scheduled maintenance on Sunday, May 7, 2017 from 8:00 AM ET until 9:30 AM ET. Massachusetts will not be able to process any transactions during this time.

**To:** DOA DMV Managers

**Subject:** Massachusetts Scheduled Maintenance - Sunday, May 7, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Massachusetts will be performing scheduled maintenance on Sunday, May 7, 2017 from 8:00 AM ET until 9:30 AM ET. Massachusetts will not be able to process any transactions during this time.

**To:** DOA DMV IT notices

**Subject:** Massachusetts Scheduled Maintenance - Sunday, May 7, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Massachusetts will be performing scheduled maintenance on Sunday, May 7, 2017 from 8:00 AM ET until 9:30 AM ET. Massachusetts will not be able to process any transactions during this time.

**To:** Nolen, David B (DOA)

**Subject:** Massachusetts Scheduled Maintenance - Sunday, May 7, 2017

#### Jurisdictions:

AAMVA Operations has been informed that Massachusetts will be performing scheduled maintenance on Sunday, May 7, 2017 from 8:00 AM ET until 9:30 AM ET. Massachusetts will not be able to process any transactions during this time.

From: mjohnson@AAMVA.org

Sent: Thursday, May 4, 2017 8:57 AM

To: Thompson, Marla R (DOA)

Subject: AAMVA Event - 2017 June S2S Governance Committee Meeting Invitation

State to State Governance Committee Meeting June 1, 2017 Arlington, Virginia

Dear Marla:

The State to State Governance Committee Meeting will be held June 1, 2017 at the American Association of Motor Vehicle Administrators (AAMVA), 4401 Wilson Boulevard, Suite 700, Arlington, VA 22203. The following information is provided in order to assist you in making registration and travel arrangements. For jurisdiction members, AAMVA will reimburse attendees for reasonable expenses including hotel, meals and airfare.

Hotel, 801 N. Glebe Road, Arlington, VA 22203. To meet our contract requirement with the hotel, it is important that all members be on the rooming list whether you are self-paying or attending at AAMVA expense. Therefore, please do NOT contact the hotel directly to make your reservation. You will be asked to fill in your hotel needs during the online registration process mentioned below under Meeting Registration. Also during the registration process and after you indicate your check-in & check-out dates, if AAMVA will not be covering the cost of your hotel room, please select "All Charges To Be Paid By Individual" as the payment method. Lastly, if you are a member of a hotel loyalty program please note that some hotels require that you self-pay your hotel room.

Loyalty programs often entitle you to hotel points or other amenities. If you prefer to ensure point accumulation by paying for your lodging directly and then getting reimbursed by AAMVA (as opposed to having AAMVA pay the hotel directly), please change the Payment Method to "All Charges To Be Paid By Individual" as you register online for the meeting.

Arrival: Wednesday, May 31

Meeting Date: June 1

Departure: After 6:00 p.m. on Thursday, June 1 or anytime Friday, June 2

Attire: Business Casual

Meeting Registration: Please register online now using the link: <u>Register Now</u> and complete your registration no later than Thursday, May 11th.

Airline Reservations: Information for making airline reservations will be sent in a separate email. Please follow instructions in that communication or call with questions. Please look for an email from Member and Conference Services -- you may need to check your SPAM folder. Please make your air travel arrangements right away once that email is received.

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Transportation to Hotel: Taxis are approximately \$25 to \$30 each way. Super Shuttle is the local shuttle company. The standard rate is \$18 one way/per person. Reservations can be made on-line at <a href="https://www.supershuttle.com">https://www.supershuttle.com</a>.

Meeting Questions - Please Contact: Cindy Taber-Lowry, Lead Business Analyst (703) 887-9002 ■ ctaber-lowry@aamva.org

Travel & Registration Questions – Please Contact: Marion Johnson, Coordinator, Member & Conference Services (703) 908-2827 ● mjohnson@aamva.org

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**To:** OBrien, Audrey K (DOA) **Subject:** NCS is Unavailable

## NCS Participants:

AAMVA Operations has identified a disconnect between NCS and the Verizon network which is impacting some of our customers. Jurisdictions have reconnected or are in the process of reconnecting.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 9:02 AM
To: Brosnan, Patrick P (DOA)
Subject: NCS is Unavailable

## NCS Participants:

AAMVA Operations has identified a disconnect between NCS and the Verizon network which is impacting some of our customers. Jurisdictions have reconnected or are in the process of reconnecting.

To: Nolen, David B (DOA)
Subject: NCS is Unavailable

## NCS Participants:

AAMVA Operations has identified a disconnect between NCS and the Verizon network which is impacting some of our customers. Jurisdictions have reconnected or are in the process of reconnecting.

To: DOA DMV Managers
Subject: NCS is Unavailable

## NCS Participants:

AAMVA Operations has identified a disconnect between NCS and the Verizon network which is impacting some of our customers. Jurisdictions have reconnected or are in the process of reconnecting.

**To:** Peters, Mina L (DOA) **Subject:** NCS is Unavailable

## NCS Participants:

AAMVA Operations has identified a disconnect between NCS and the Verizon network which is impacting some of our customers. Jurisdictions have reconnected or are in the process of reconnecting.

To: DOA DMV IT notices
Subject: NCS is Unavailable

## NCS Participants:

AAMVA Operations has identified a disconnect between NCS and the Verizon network which is impacting some of our customers. Jurisdictions have reconnected or are in the process of reconnecting.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 9:10 AM
To: Brosnan, Patrick P (DOA)

**Subject:** NCS is Available

# NCS Participants:

**To:** OBrien, Audrey K (DOA)

**Subject:** NCS is Available

# NCS Participants:

**To:** Nolen, David B (DOA) **Subject:** NCS is Available

# NCS Participants:

**To:** Peters, Mina L (DOA) **Subject:** NCS is Available

# NCS Participants:

**To:** DOA DMV IT notices **Subject:** NCS is Available

# NCS Participants:

**To:** DOA DMV Managers **Subject:** NCS is Available

# NCS Participants:

From: Nolen, David B (DOA)

**Sent:** Thursday, May 4, 2017 10:19 AM

**To:** NMVTIS Help Desk **Subject:** FW: SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170503.pdf

Please clear the suspended flags for the vehicles in the attached report. Our data is correct and the change state of title has already taken place to Washington

David B. Nolen, AP V State of Alaska Division of Motor Vehicles (907) 269-5588



Faster, friendlier, more accessible.

From: NmvtisReports@aamva.org [mailto:NmvtisReports@aamva.org]

Sent: Thursday, May 04, 2017 3:41 AM

To: Nolen, David B (DOA) <david.nolen@alaska.gov>; jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored) <DOA.DMV.NMVTIS.Help@alaska.gov>; jlandrum@aamva.org

Subject: SuspenseReport - AK

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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# My DINV Faster, friendlier, more accessible.



# Daily Suspense Report

Run Date:

/4/2017

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Page: 1

5/3/2017

Daily Suspense Report For AK

Message Type: UT

Change State Of Title Status: E

COT	_	T-T7A
SOI	:	WA

Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042070007 1UNIUT	1D8GU28K48W229179	1700448598		
SD	1705030417081840247 NMSD	1D8GU28K48W229179	4397162	32749731	
SD Error	1705030417080001 1UNISD	1D8GU28K48W229179	4397162	32749731	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042050001 1UNIUT	2C4RDGCG2GR327352	1708280893		
SD	1705030417030740245 NMSD	2C4RDGCG2GR327352	4875299	39566324	
SD Error	1705030417020004 1UNISD	2C4RDGCG2GR327352	4875299	39566324	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042040006 1UNIUT	1N6AA0EC2AN307496	1700239507		
SD	1705030416583080243 NMSD	1N6AA0EC2AN307496	4149785	34590805	
SD Error	1705030416580001 1UNISD	1N6AA0EC2AN307496	4149785	34590805	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042010001 1UNIUT	1FTDX1729VKA31141	1700132149		
SD	1705030416465420237 NMSD	1FTDX1729VKA31141	4231771	28807988	
SD Error	1705030416460002 1UNISD	1FTDX1729VKA31141	4231771	28807988	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041540006 1UNIUT	3C6UD5ML4CG139272	1702731191		
SD	1705030416171980221 NMSD	3C6UD5ML4CG139272	5002706	36219469	
SD Error	1705030416170001 1UNISD	3C6UD5ML4CG139272	5002706	36219469	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041360002 1UNIUT	1FTDR15X5RPB24109	1713736110		
SD	1705030415229930195 NMSD	1FTDR15X5RPB24109	2723566	203645337582297	
SD Error	1705030415220007 1UNISD	1FTDR15X5RPB24109	2723566	203645337582297	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041310008 1UNIUT	2B3KA53H66H197427	1701934768		
SD	1705030415080870189 NMSD	2B3KA53H66H197427	4910477	32975079	
				32975079	

NMV Reffered Ref	TIS  both Validia Vita  country of green	Daily Su	spense Report	t	Run Date: 5/4/2017  Environment: Production  Page: 2
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041040001 1UNIUT	3C4PDCBG4FT682102	1712836581		
SD	1705030413525060162 NMSD	3C4PDCBG4FT682102	4677874	38808692	
SD Error	1705030413520001 1UNISD	3C4PDCBG4FT682102	4677874	38808692	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040550008 1UNIUT	JTEBU4BF6DK153865	1710493702		
SD	1705030413308180153 NMSD	JTEBU4BF6DK153865	4120704	36907373	
SD Error	1705030413300005 1UNISD	JTEBU4BF6DK153865	4120704	36907373	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040330001 1UNIUT	4S4WX82C064419619	1705290992		
SD	1705030412119880130 NMSD	4S4WX82C064419619	3653338	35217855	
SD Error	1705030412110008 1UNISD	4S4WX82C064419619	3653338	35217855	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040220000 1UNIUT	JF1GE60619H514547	1708142261		
SD	1705030411416750115 NMSD	JF1GE60619H514547	3653342	35230922	
SD Error	1705030411410003 1UNISD	JF1GE60619H514547	3653342	35230922	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040210006 1UNIUT	JTEES41A992146828	1706463377		
SD	1705030411396430113 NMSD	JTEES41A992146828	5006535	34115183	
SD Error	1705030411390004 1UNISD	JTEES41A992146828	5006535	34115183	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040050001 1UNIUT	1NKDLP9X5CJ326097	1713287403		
SD	1705030410548450063 NMSD	1NKDLP9X5CJ326097	3975670	35873891	
SD Error	1705030410540006 1UNISD	1NKDLP9X5CJ326097	3975670	35873891	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040030002 1UNIUT	1D4HB48N96F106654	1713861423		
SD	1705030410517200059 NMSD	1D4HB48N96F106654	4484480	38368394	
SD Error	1705030410510005 1UNISD	1D4HB48N96F106654	4484480	38368394	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039550003 1UNIUT	3C63R3NL3EG242881	1707083466		
SD	1705030410269850041 NMSD	3C63R3NL3EG242881	4762978	39109798	
SD Error	1705030410260007 1UNISD	3C63R3NL3EG242881	4762978	39109798	

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Ini	oter Valificio Titlo ermation System			E	nvironment: Production	
~P	3		5/3/2017		Page: 3	
Daily Suspense Report For AK						
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message	
UT	1705030039460003 1UNIUT	1FDXE4FS5EDA48072	1708280602			
SD	1705030409525780021 NMSD	1FDXE4FS5EDA48072	5046023	37864774		
SD Error	1705030409520004 1UNISD	1FDXE4FS5EDA48072	5046023	37864774		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message	
UT	1705030039420007 1UNIUT	1C4PJMCB4GW289021	1701432794			
SD	1705030409319520010 NMSD	1C4PJMCB4GW289021	4666684	39499103		
SD Error	1705030409310005 1UNISD	1C4PJMCB4GW289021	4666684	39499103		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message	
UT	1705030039360006 1UNIUT	2C4RDGCG8GR327288	1700522726			
SD	1705030409154990002 NMSD	2C4RDGCG8GR327288	4896252	39593948		
SD Error	1705030409150002 1UNISD	2C4RDGCG8GR327288	4896252	39593948		
	AK Number of New Sus	pended "E" Transactions wit	th WA:	18		
	AK Number of Sus	pended "E" Transactions wit	th WA:	18		
	AK Number of	New Suspended "E" Transact	tions:	18		
	AK Numbe	r of Suspended "E" Transact	tions:	18		
		r of Suspended "E" Transact		18 18		
	AK Number of	-	ctions			
	AK Number of	New Suspended "UT" Transac	ctions	18		

From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Thursday, May 4, 2017 10:22 AM

**To:** Nolen, David B (DOA)

**Subject:** FW: SuspenseReport - AK ISSUE=163520 PROJ=11

**Attachments:** image001\_20170504142152\_58660.png; SuspenseReport\_AK\_20170503\_

20170504142152\_60686.pdf

When replying, type your text above this line.

## **Notification of Ticket Registration**

Thank you for opening a ticket with the AAMVA Operations Help Desk. Meeting your needs is important to us.

An AAMVA Operations representative has been assigned to review your request. AAMVA's Help Desk office hours are 7am ET - 10pm ET Monday through Friday and 8am ET - 4:30pm ET on Saturday. If this request was received within this timeframe, the representative will be contacting you shortly in regards to completing your request.

If this request was made after hours, it will be actively worked during the morning of the next business day. If you have any questions, or if this is an after-hours emergency, please contact the AAMVA Operations Department by replying to this email, or by calling 1-888-226-8280 option 1.

**Ticket:** FW: SuspenseReport - AK

Ticket Number: 163520

**Status:**Request **Date:** 05/04/2017

Time: 14:22:00 Created By:david.nolen@alaska.gov

#### Comment:

Please clear the suspended flags for the vehicles in the attached report. Our data is correct and the change state of title has already taken place to Washington

David B. Nolen, AP V State of Alaska Division of Motor Vehicles (907) 269-5588

[cid:image001.png@01D030B0.E82635E0]

From: NmvtisReports@aamva.org [mailto:NmvtisReports@aamva.org]

Sent: Thursday, May 04, 2017 3:41 AM

To: Nolen, David B (DOA) <david.nolen@alaska.gov>; jonathan.oquinn@alaska.gov; DOA DMV NMVTIS

Helpdesk (DOA sponsored) <DOA.DMV.NMVTIS.Help@alaska.gov>; jlandrum@aamva.org

Subject: SuspenseReport - AK

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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1

additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.

Current Assignees: Ops Help Desk, Daniel Gomez

CC(s):

Ticket last edited by david.nolen@alaska.gov





# Daily Suspense Report

5/3/2017

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## Daily Suspense Report For AK

Message Type: UT

Change State Of Title Status: E

SOT		TATTA
SOI	:	WA

Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042070007 1UNIUT	1D8GU28K48W229179	1700448598		
SD	1705030417081840247 NMSD	1D8GU28K48W229179	4397162	32749731	
SD Error	1705030417080001 1UNISD	1D8GU28K48W229179	4397162	32749731	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042050001 1UNIUT	2C4RDGCG2GR327352	1708280893		
SD	1705030417030740245 NMSD	2C4RDGCG2GR327352	4875299	39566324	
SD Error	1705030417020004 1UNISD	2C4RDGCG2GR327352	4875299	39566324	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042040006 1UNIUT	1N6AA0EC2AN307496	1700239507		
SD	1705030416583080243 NMSD	1N6AA0EC2AN307496	4149785	34590805	
SD Error	1705030416580001 1UNISD	1N6AA0EC2AN307496	4149785	34590805	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042010001 1UNIUT	1FTDX1729VKA31141	1700132149		
SD	1705030416465420237 NMSD	1FTDX1729VKA31141	4231771	28807988	
SD Error	1705030416460002 1UNISD	1FTDX1729VKA31141	4231771	28807988	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041540006 1UNIUT	3C6UD5ML4CG139272	1702731191		
SD	1705030416171980221 NMSD	3C6UD5ML4CG139272	5002706	36219469	
SD Error	1705030416170001 1UNISD	3C6UD5ML4CG139272	5002706	36219469	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041360002 1UNIUT	1FTDR15X5RPB24109	1713736110		
SD	1705030415229930195 NMSD	1FTDR15X5RPB24109	2723566	203645337582297	
SD Error	1705030415220007 1UNISD	1FTDR15X5RPB24109	2723566	203645337582297	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041310008 1UNIUT	2ВЗКА5ЗН66Н197427	1701934768		
SD	1705030415080870189 NMSD	2B3KA53H66H197427	4910477	32975079	
SD Error	1705030415070006 1UNISD	2B3KA53H66H197427	4910477	32975079	

NMV Refront Ho	TIS  medical type and the second seco	Daily Su	spense Repor	t	Run Date: 5/4/2017  Environment: Production  Page: 2
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041040001 1UNIUT	3C4PDCBG4FT682102	1712836581		
SD	1705030413525060162 NMSD	3C4PDCBG4FT682102	4677874	38808692	
SD Error	1705030413520001 1UNISD	3C4PDCBG4FT682102	4677874	38808692	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040550008 1UNIUT	JTEBU4BF6DK153865	1710493702		
SD	1705030413308180153 NMSD	JTEBU4BF6DK153865	4120704	36907373	
SD Error	1705030413300005 1UNISD	JTEBU4BF6DK153865	4120704	36907373	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040330001 1UNIUT	4S4WX82C064419619	1705290992		
SD	1705030412119880130 NMSD	4S4WX82C064419619	3653338	35217855	
SD Error	1705030412110008 1UNISD	4S4WX82C064419619	3653338	35217855	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040220000 1UNIUT	JF1GE60619H514547	1708142261		
SD	1705030411416750115 NMSD	JF1GE60619H514547	3653342	35230922	
SD Error	1705030411410003 1UNISD	JF1GE60619H514547	3653342	35230922	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040210006 1UNIUT	JTEES41A992146828	1706463377		
SD	1705030411396430113 NMSD	JTEES41A992146828	5006535	34115183	
SD Error	1705030411390004 1UNISD	JTEES41A992146828	5006535	34115183	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040050001 1UNIUT	1NKDLP9X5CJ326097	1713287403		
SD	1705030410548450063 NMSD	1NKDLP9X5CJ326097	3975670	35873891	
SD Error	1705030410540006 1UNISD	1NKDLP9X5CJ326097	3975670	35873891	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040030002 1UNIUT	1D4HB48N96F106654	1713861423		
SD	1705030410517200059 NMSD	1D4HB48N96F106654	4484480	38368394	
SD Error	1705030410510005 1UNISD	1D4HB48N96F106654	4484480	38368394	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039550003 1UNIUT	3C63R3NL3EG242881	1707083466		
SD	1705030410269850041 NMSD	3C63R3NL3EG242881	4762978	39109798	
SD Error	1705030410260007 1UNISD	3C63R3NL3EG242881	4762978	39109798	

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Ini	oter Valificio Titlo ermation System			E	nvironment: Production	
~P	3		5/3/2017		Page: 3	
Daily Suspense Report For AK						
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message	
UT	1705030039460003 1UNIUT	1FDXE4FS5EDA48072	1708280602			
SD	1705030409525780021 NMSD	1FDXE4FS5EDA48072	5046023	37864774		
SD Error	1705030409520004 1UNISD	1FDXE4FS5EDA48072	5046023	37864774		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message	
UT	1705030039420007 1UNIUT	1C4PJMCB4GW289021	1701432794			
SD	1705030409319520010 NMSD	1C4PJMCB4GW289021	4666684	39499103		
SD Error	1705030409310005 1UNISD	1C4PJMCB4GW289021	4666684	39499103		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message	
UT	1705030039360006 1UNIUT	2C4RDGCG8GR327288	1700522726			
SD	1705030409154990002 NMSD	2C4RDGCG8GR327288	4896252	39593948		
SD Error	1705030409150002 1UNISD	2C4RDGCG8GR327288	4896252	39593948		
	AK Number of New Sus	pended "E" Transactions wit	th WA:	18		
	AK Number of Sus	pended "E" Transactions wit	th WA:	18		
	AK Number of	New Suspended "E" Transact	tions:	18		
	AK Numbe	r of Suspended "E" Transact	tions:	18		
		r of Suspended "E" Transact		18 18		
	AK Number of	-	ctions			
	AK Number of	New Suspended "UT" Transac	ctions	18		

From:Prior, Sheila <sprior@aamva.org>Sent:Thursday, May 4, 2017 10:47 AMTo:Thompson, Marla R (DOA)

**Subject:** R-IV QuickConnect

Attachments: 2017 R-IV Sponsor Exhibitor Guide.pdf; Alaska QC Requests.xlsx

Hi Marla,

I hope you are looking forward to the upcoming Region IV conference. As you know, QuickConnect is a regular part of the agenda and provides the opportunity for short one-on-one meetings between jurisdictions and sponsors and exhibitors.

Attached is a spreadsheet that contains a list of companies who have asked to meet with you during QuickConnect. They are identified by drivers, vehicles, and either. Please review the spreadsheet and make notes in the "Jurisdiction Comments" column regarding who you want to meet with and who you are unable to meet with due to a pending procurement or some other reason. Feel free to rank you choices (by category) as that will make it easier to schedule and will help ensure you get appointments with those you really want to meet with.

Several companies have not yet submitted their QuickConnect registration form. They are identified at the bottom of the spreadsheet and I ask that you also make comments about potential meetings with those companies as well.

Also attached is an Exhibitor/Sponsor Guide which provides a brief write-up of exhibiting and sponsoring companies should you need to learn more about a company's products and services.

Please provide your feedback to me no later than COB Monday, May 11. I will then complete scheduling and provide the QC schedules to you prior to your arrival in Seattle.

I am of course happy to answer any questions you may have. Thanks much!

Sheila

Sheila Prior Director, Member Support, Regions III & IV 10800 North 101st Street Scottsdale, AZ 85260

O: 480-275-4584 | C: 703-389-7271 | F: 480-393-8988 | sprior@aamva.org | www.aamva.org

## Have you been MOVE'd?

For up-to-date content visit the online version of AAMVA's award-winning magazine.



Please consider the environment before printing this e-mail

## 2017 Region IV Exhibitor/Sponsor Guide

3M Booth 103

P: 877-777-3571 www.3m.com/vehiclereg

Armed with innovative technology and industry experience, 3M provides ingenious solutions for a variety of transportation industries across the globe. Our complete spectrum of products, services and solutions address the common challenges of the motor vehicle industry to enhance organizational performance and productivity. 3M offers license plate materials and equipment, as well as on-demand services, to enhance DMV operations; world class security for driver credentials and secure vehicle identification solutions; automated license plate readers and software; automated finger print systems, and mobile ID solutions.

## AAA – American Automobile Association of Southern California

Driver's License Breakout Sponsor Tari Cody Cody.Tari@aaa-calif.com P: 714-885-2051 AAA.com

As North America's largest motoring and leisure travel organization, AAA provides more than 57 million members with travel, insurance, financial and automotive-related services, including DMV in some regions. Since its' founding in 1902, the not-for-profit, fully tax-paying AAA has been a leader and advocate for the safety and security of all travelers. Motorists can map a route, identify gas prices, find discounts, book a hotel and access AAA roadside assistance with the AAA Mobile app for iPhone, iPad and Android. Learn more at AAA.com/mobile. AAA clubs can be visited on the Internet at AAA.com.

ABCorp Booth 200

Rola Hamandi | Rola.Hamandi@ABCorp.com | 954-993-5476 Jack Barnett | Jack.Barnett@ABCorp.com | 615-794-1575 www.ABCorp.com

ABCorp™ is a trusted global provider of secure products and solutions. ABCorp pioneered the concept of secure transactions in 1795 when it assisted the newly formed United States to produce counterfeit-resistant currency. Over the past 220+ years ABCorp has produced products for countless governments, corporations and not-for-profit organizations. Products and solutions include passports, national IDs, driver licenses, mobile Identity, vital records, stock & bond certificates, checks, financial cards, processing systems, inventory management, document solutions, and payment solutions among others.

ACF Technologies, Inc. Booth 305

Josh Gravley josh.gravley@acftechnologies.com P: 828-398-0040 www.customerflow.com

ACF Technologies offers customer experience solutions for the motor vehicle industry and government markets. ACF provides solutions that encompass the entire customer experience including: Mobile Applications, Cloud Hosting, Appointment Scheduling, Queuing, Lobby Management, Digital Signage and Customer Feedback. We specialize in enterprise wide agencies who need accurate reporting and analytics to improve their organization's effectiveness. Through the combination of our innovative software and non-proprietary hardware devices, ACF has redefined the customer service process.

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## American Association of Motor Vehicle Administrators (AAMVA)

Booth 304

Dianne Graham dgraham@aamva.org

P: 703-522-4200 www.aamva.org

Founded in 1933, AAMVA serves North American motor vehicle and law enforcement agencies to accomplish their missions. The association's vision-*Safe Drivers, Safe Vehicles, Secure Identities, Saving Lives*-guides AAMVA's activities, resources, and programs in driver licensing, vehicle titling/registration, motor carrier services, identity management, and technology solutions. Please visit our website at www.aamva.org to find out about our specific programs and technology services and for information and best practices.

#### Auto Data Direct. Inc.

Law Enforcement Roundtable Sponsor
Beth Williams bwilliams@add123.com
P: 850-877-8804 www.add123.com

Auto Data Direct, Inc. (ADD) provides a suite of innovative, web-based tools to help a wide range of industries securely access real-time motor vehicle data, expedite federal and state-required processes, and meet specific business needs. ADD's history of jurisdictional cooperation goes back to its beginnings, in 1999, when ADD contracted with the Florida Department of Highway Safety and Motor Vehicles to offer web-based access to Florida motor vehicle data. Since then, ADD has steadily expanded its services, contracting with 34 jurisdictions, including providing certified towing notification letters in Texas, Florida, Indiana, and Alabama, and building lien verification title cancellation and salvage reporting services for Georgia and Tennessee.

## Auto Tag America, a company of American Traffic Solutions

Monday Breakfast Co-sponsor

Judith Voll Judith.Voll@atsol.com

908-406-5350 http://www.autotagamerica.com/ & www.ATSFleetServices.com

Auto Tag America (ATA), a subsidiary of ATS Fleet Services, is the industry leader in fleet vehicle compliance, tolling and violation management. Working directly with state and county municipalities, ATA offers Electronic Registration and Title, Electronic Lien Title, Title Management, IRP Services, as well as MSO and registration forms processing in 50 states. Our innovative solutions are available to commercial, rental and trucking fleets, leasing companies, OEMs, and financial institutions. ATA offers a better way to keep fleets in compliance with state regulations for the full life of a vehicle. These services improve collection rates for mandated vehicle services and reduce administrative burdens on DMVs. ATA processes ~1.5 million transactions annually.

CA Technologies Booth 203

Mary Lou Prevost Marylou.prevost@ca.com P: 916-730-6338 www.ca.com/publicsector

In a world where government services are being rewritten by software, CA Technologies creates solutions that fuel successful transformations for departments and agencies. From planning to development to management to security, our software helps governments change how they interact with citizens—from the data center to the mobile device. Customers work with us to develop applications and experiences

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that excite, engage and create resource-saving opportunities. Effectively deploy, monitor and secure their applications and infrastructure. And power innovation by understanding, planning, managing and controlling infrastructure to ensure the best possible outcomes. Partner with CA to thrive in the application economy. Learn more at ca.com/publicsector.

#### **CARFAX**

Tuesday Audio Visual Sponsor, Monday Morning Break Sponsor & Tuesday Morning Break Co-Sponsor Samantha Fitzgerald samanthafitzgerald@carfax.com

P: 703-850-6035 www.carfax.com

Carfax, a unit of IHS Markit (Nasdaq: INFO), is the vehicle history expert for used car buyers, sellers and the automotive industry. Carfax created the Vehicle History Report in 1986 and continues to develop innovative services − like Carfax Used Car Listings and myCarfax − that make it easier to shop, buy, own and sell a used car. The company maintains a database comprising over 17 billion vehicle history records from more than 100,000 sources worldwide. Get a free Carfax® Vehicle History Report from dealers with every used car for sale on Carfax.com or look for Carfax Advantage™ dealers in your area and say 'Show Me the Carfax™'. Based in London, IHS Markit is a world leader in critical information, analytics and solutions.

## Car Registration, Inc.

**Dueling Pianos Sponsor** 

Greg Sanders Greg@careg.com

P: 916-769-2811 www.CarRegistration.com

Car Registration, Inc. (CRI) provides comprehensive, on-line vehicle registration and titling services for consumers who desire or need a DMV alternative. Currently licensed and bonded under the California DMV's Business Partner Automation program, CRI successfully processes over 250,000 transactions per year while reducing wait times and allowing the DMV to reallocate its resources to other services and administrative tasks. With CRI, customers enjoy same-day processing, next day delivery and comprehensive telephone and email support. Through its website, CRI collects fees from vehicle owners, transmits fees to the DMV and issues registration cards and stickers to the customer via USPS or express courier. CRI aspires to open additional processing facilities and expand its services to other state jurisdictions.

## CBN Secure Technologies, Inc.

Booth 410

Dan Sanchez dsanchez@cbnsti.com

P: 434-799-9280, ext. 4494 www.cbnco.com

CBN Secure Technologies delivers the highest standards of security, quality, and stability in identification documents and issuance systems. Our leadership in the identification solutions market is built on a tradition of customer-focused relationships. We do business differently, not just delivering our solutions on time and as advertised but providing leadership and working with our customers to address their changing business and technology needs. We proudly deliver the most trusted, polycarbonate, laser engraved DL/ID solutions from our purpose built North American operations to seven leading AAMVA jurisdictions, including New York State, the Commonwealth of Virginia, State of Wisconsin and Province of Alberta.

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## **CSG Government Solutions**

Booth 307

Patti Garofalo pgarofalo@csgdelivers.com

P: 312-444-2760 www.csgdelivers.com

CSG Government Solutions is a national leader in planning, managing, and supporting complex projects that modernize the information technology and business processes of large government programs. CSG's Motor Vehicle program expertise helps you streamline processes and implement new technologies to modernize licensing and registration, highway safety, enforcement, and other functions. Since 1997, we have applied our expertise, innovation, and results-oriented mindset to the most complex program modernization projects of over 150 government and other organizations. We work with our clients in a spirit of partnership and collaboration to deliver the right results at the right time, for the right price.

## CVR – Computerized Vehicle Registration

Exhibit Hall Grand Opening Sponsor

Ken Mehall kmehall@cvrreg.com

P: 248-219-5032 www.cvrconnect.com

Computerized Vehicle Registration (CVR) is a General Partnership between CDK Global and the Reynolds and Reynolds Company. Formed in 1992, CVR is the leading provider of Electronic Vehicle Registration and Titling programs in partnership with Motor Vehicle Agencies across the US. CVR currently has value added programs operational in 23 states and over 16,000 clients. CVR pioneered dramatic improvements in the speed, accuracy, efficiency, and security of the Vehicle Registration and Title process while extending this capability to the point of purchase. CVR processes over 15 million vehicle transactions and over 4 million secure DMV inquiries annually. CVR is dedicated to partnering with Motor Vehicle Agencies and key Dealer Associations to deliver process improvement, financial and operational benefits that translate to alternative delivery services and high value options offered to the driving public.

#### Dealertrack, Inc.

Board Dinner Co-sponsor

Beverly DeVine bev.devine@coxautoinc.com

P: 916-854-5444 www.dealertrack.com

Dealertrack, a Cox Automotive company, is dedicated to helping jurisdictions increase the efficiency of their title and registration processes by providing software solutions that seamlessly integrate jurisdiction and industry workflows. Our innovative, web-based software solutions result in reduced jurisdictional costs, improved customer satisfaction, and increased staff productivity – at no cost to the jurisdiction. The *Collateral Management Services* team pioneered Electronic Lien and Title, which Dealertrack offers in 23 jurisdictions. The *Registration and Titling Solutions* team provides electronic registration and titling services in 15 states. Dealertrack also delivers specialty state solutions including Electronic Temporary Tags, ELT Gateway, and Motor Vehicle Inquiry.

## Decision Dynamics, Inc.

Tuesday and Wednesday Morning Networking Breaks Co-sponsor

Ann Gunning ann.gunning@dditechnology.com

P: 803-808-0117 www.dditechnology.com

Decision Dynamics, Inc. (DDI) is a software technology company specializing in electronic lien and title (ELT) and electronic vehicle registration (EVR) products, including hub solutions for jurisdictions for administering ELT and EVR programs. DDI's services include a Title and Registration Center (TRC) for processing of registrations and transfers in all jurisdictions, as well as paper title management. DDI's Premier solution suite features easy-to-use workflow management, tracking and auditing reports, user customization, VIN inquiries, and loan or DMS integration. DDI's success is driven by its relentless focus on delivering comprehensive solutions designed to meet customer needs and providing premier customer services.

Donate Life America Booth 204

Conference Staff Shirt Sponsor

Hilary Czarda hczarda@donatelife.net

P: 804-377-3584 www.donatelife.net

Donate Life America is a 501(c)3 nonprofit alliance of national organizations and Donate Life State Teams across the United States committed to increasing the number of donated organs, eyes and tissue available for transplant to save and heal lives. Donate Life America manages and promotes the national brand for donation, Donate Life<sup>5M</sup>; develops and executes effective multi-media donor education programs; motivates the American public to register now as organ, eye and tissue donors; manages the National Donate Life Registry, RegisterMe.org; and assists Donate Life State Teams and national partners in facilitating high-performing donor registration programs.

#### E-470 Public Highway Authority

Motor Vehicle Breakout Session Sponsor Alexa Pecorella apecore@e-470.com P: 303-537-3470 www.e-470.com

E-470 is a non-stop, cashless, all-electronic toll road that has been offering a safe, reliable and convenient commute to customers since 1991. The 75-mph highway extends through 8 Colorado jurisdictions: Adams, Arapahoe and Douglas counties, and the municipalities of Aurora, Brighton, Commerce City, Parker and Thornton. E-470 strives to offer top-notch customer service and works hard to provide value to those that choose the road. ExpressToll customers enjoy many benefits and always pay the lowest toll rates on E-470 as well as all Colorado toll facilities. For more information, visit www.expresstoll.com.

## **Enterprise Fleet Leasing**

Conference Communications Sponsor

DMV00015483

Entrust Datacard Booth 210

Tim Klabunde tim.klabunde@entrustdatcard.com

P: 952-988-1248 www.entrustdatacard.com

Entrust Datacard helps governments and integrators reduce risk and implement secure, reliable and efficient ID and credential-management programs. Entrust Datacard has delivered innovative solutions for over 400 government ID programs in more than 100 countries, including over 65 driver's license programs worldwide, and 18 in North America. A deep understanding of industry best practices and standards, along with open, flexible architecture, ensures security and flexibility for customers. Additionally, Entrust Datacard offers a Secure Issuance Anywhere™ platform, which includes best-in-class personalization hardware, identity management software, supplies and services — providing the most comprehensive identity and credential-management solutions available. Entrust Datacard's expertise and experience includes over 40 years of customer success and a world-class service and support network in over 150 countries.

## **Envision Payment Solutions**

Booth 109

Chuck Hobbs Chuck.hobbs@envisionpayments.com

P: 770-709-3004 www.envisionpayments.com

Envision Payment Solutions offers a unique <u>No-Cost</u> NSF Check and ACH Guarantee Program that transforms returned DMV payments into guaranteed revenue. Our service removes the time consuming collection process from the DMV's daily work, so your staff can concentrate on more important tasks. Envision handles all the calls, the notices, and follow-ups with your customers. We customize daily reporting back to your department to meet your state's needs. Regardless of whether we collect on the returned items, Envision funds your department for qualified returns -- Guaranteed! Join thousands of locations across the USA that no longer waste valuable time processing bounced payments. Envision does the work and funds your DMV office: Guaranteed!

#### **Experian Automotive**

*Ice Cream Social Sponsor* 

John Drewke john.drewke@experian.com

P: 224-698-3077 www.autocheck.com

Experian Automotive provides information services and market intelligence that enables results-driven professionals to gain the fullest possible understanding of the market, the vehicles and the people who buy them. Its North American Vehicle Database<sup>SM</sup> houses data on over 750 million vehicles and, with Experian's credit, consumer and business information, provides an integrated perspective into the automotive marketplace. Experian Automotive's AutoCheck® vehicle history reports provide dealers and consumers with in-depth information, allowing them to confidently understand, compare and select the right vehicles.

DMV00015484

## **Explore Information Services, LLC**

Cyber Café Sponsor

Heidi Holst heidi.holst@exploredata.com

P: 651-295-1516 www.exploredata.com

Explore Information Services, LLC. For more than 20 years, Explore has been a trusted partner of government entities in providing violation monitoring and driver record information to the insurance industry and employers. Explore's IRP and IFTA software solutions for government automate critical processes, improve efficiency and reduce costs, while serving motor carriers more effectively. For more information please visit www.exploredata.com.

## Fairfax Imaging, Inc.

Booth 108

Mike Minter mminter@ffximg.com

P: 703-802-1220 www.fairfaximaging.com

Fairfax Imaging's innovative *Quick*Tags solution streamlines the temporary vehicle registration process for vehicle dealers while substantially reducing cost and improving DMV back-end processes. The *Quick*Tags solution can be implemented at little or no cost to the state. Cloud based and easily configurable to meet unique DMV requirements, the solution is 'turn-key' and designed for quick implementation. Statewide training and hot-line support make it a complete solution. For over 20 years, Fairfax Imaging has provided award-winning solutions to state government including high volume financial transactions for DMV, Tax and Revenue, and Labor departments. Contact us today to discuss your processing problems!

## Fast Enterprises, LLC

Booth 309

Awards Lunch Sponsor

James G. Harrison JHarrison@FastEnterprises.com

877-275-3278 FastEnterprises.com

Fast Enterprises is the premier provider of solutions for DMV system modernization. Our commercial off-the-shelf (COTS) solution, FastDS-VS, has been implemented in eight motor vehicle agencies and two more states will come into production in the next several months. Our software is configured, rather than programmed, to meet any agency's specific business and technical objectives, as proven by the diversity of our current user states. The solution is browser-based, platform-independent, and SOA-compliant. It runs on industry-standard hardware, database management systems, and operating systems. Our unblemished track record of on-time on-budget projects is unmatched in the industry. Ask our customers how FAST can help your modernization effort succeed!

Foster & Freeman Booth 409

Michael Zontini michael.zontini@fosterfreeman.com

P: 919-995-4704 www.fosterfreeman.com

Supplying instruments to verify any type of document – passports, birth certificates, titles, licenses, etc. Enabling a quick check of a document or a thorough forensic-level examination, to reveal security features, alterations and counterfeits. User-friendly and already proven effective in many jurisdictions. Please visit the Foster & Freeman booth to see how the range of VSC instruments can help you detect fraudulent documents.

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Gemalto Booth 208

President's Reception Co-sponsor

Steve Purdy steve.purdy@gemalto.com

P: 215-367-4361 www.gemalto.com/driverslicense/

Gemalto is now the fastest-growing DL/ID solutions provider in North America with multiple successful jurisdiction migrations to our robust capture and issuance solutions. Bringing combined global and regional experience — our work with 180 countries and the legacy of Marquis ID Systems — we are uniquely positioned to deliver the solutions you need today and provide a path to innovations for tomorrow, including digital driver's licenses, multi-program smart cards, and advanced capture and biometric matching systems.

## Global Enterprise Technologies North America

Booth 207

Joel Perez Jperez@getgroupna.com

P: 781-890-6700 www.getgroupna.com

Since 1994, Global Enterprise Technologies Corp. (GET Group NA) has provided secure, advanced, and complete solutions that enhance citizen IDs and meet our diversified customer needs, while ensuring timely delivery with optimum quality standards served by a reliable, innovative, committed, flexible, and trusted work force. While doing so, we ensure that we maintain a long-term relationship with all our stakeholders based on integrity, trust and respect. Our company brings together the most innovative technologies available in the market to provide high-end secure solutions that enhance Identity, Credential, and Access Management (ICAM) for: US & Canadian Government Agencies, Motor Vehicle Agencies, State, Provincial and Local Government and Law Enforcement Agencies

IBM Booth 411

Richard Redpath redpath@us.ibm.com

P: 302-588-4002 http://mi.ibmjstart.com

IBM Mobile Identity is an emerging technology that has embraced the challenge to re-THINK the current card-based approach for identity documents. It is a cloud-based cryptographic framework for issuing, managing, and challenging digital identification documents. IBM Mobile Identity isn't just putting an image of a driver's license on a mobile device- it allows institutions to easily issue digital identity documents, and creates an easy to use system for securely storing/managing documents on mobile devices. IBM Mobile Identity provides an end to end mechanism for ensuring that identity information is secure and private, as well as provides means for verifying.

## Idaho Correctional Industries

Booth 405

Alan Anderson alanders@ci.idaho.gov

P: 208-577-5551 (o), (208) 863-2244 (m) www.ci.idaho.gov

For 42+ years Idaho Correctional Industries has Trained Offenders to Successfully Re-enter Society. In early 2015 Idaho Correctional Industries began offering 22 Apprenticeship Programs which are registered with the U.S. Department of Labor and started a CDL Training Program. This enhanced certification will help released Offenders attain gainful employment.

## **Industry Advisory Board**

Charity Auction and Reception Sponsor

Kathleen Synstegaard kathleen.synstegaard@veridos.com

P: 612-618-5124

The Industry Advisory Board (IAB) supports its mission by serving as trusted advisors to AAMVA and its members. As a long-standing organization with diverse industry member representation, the IAB works with AAMVA to: Add value to the Association; Enhance communication and understanding between the private sector and AAMVA members; Promote the adoption of industry best practices that align with AAMVA's mission and Assist AAMVA in advancing programs and policies that jointly benefit industry and AAMVA members. Through its sponsorship and scholarship efforts, the IAB helps AAMVA, its Regions and its members meet to bring about positive and impactful change.

INFOSEND, INC. Booth 111

Stephanie Cruz Stephanie.c@infosend.com

P: 714-993-2690 EXT 236 www.infosend.com

InfoSend is a Billing Service Provider utilizing the most advanced approach to offer innovative solutions for organizations seeking eBilling, ePayment, Data Processing, and BillPrint & Mail services. With geographically positioned production facilities in Southern California, the Midwest and Texas, InfoSend's clients receive efficient and reliable document delivery service, nationwide coverage and disaster recovery protection. Billers deserve an approach that works, and InfoSend provides that by customizing solutions to fit our clients' needs while significantly reducing total overhead costs. Together, let's reach your customers more effectively.

## Infosys Public Services

Booth 209

IT Breakout Session Sponsor

John L. McDonald john\_mcdonald01@infosys.com

P: 860-818-4764 www.infosyspublicservices.com

Infosys Public Services is a leader in business consulting and technology solutions. We partner with transportation agencies to implement solutions that are scalable, upgradeable – allowing them to stay ahead of the innovation curve. Our solutions are based on commercial off the shelf (COTS) software components, and combined with our execution excellence and proven best practices allow clients to renew themselves while also creating new avenues to generate value. Visit www.infosyspublicservices.com to learn more.

#### Insurance Information Exchange (iiX)

Board Dinner Co-sponsor and Conference Office Sponsor

Katie James kjames@verisk.com

P: 979-393-9182 www.iix.com

Insurance Information Exchange (iiX), a member of the Verisk Analytics family of companies, is a leading provider of information, including motor vehicle records (MVRs), to insurance professionals and employers. Verisk is the property and casualty insurance industry's leading supplier of statistical, actuarial, underwriting and claims data and decision support services. Dedicated to privacy, iiX provides

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employment screening and insurance underwriting reports nationwide through a state MVR network and nationally recognized consumer reporting agencies.

#### Insure-Rite Inc.

Floor Decal Sponsor

Richard Kasteler rkasteler@insure-rite.com P: 801-531-0731 www.insure-rite.com

Insure-Rite is a motor vehicle liability insurance verification system provider. The system uses a comprehensive system of tools designed specifically to meet the uninsured motorist identification needs of any jurisdiction. Building on individual successes in Utah, and joint success in Texas and West Virginia our services are unparalleled in the vehicle insurance verification services industry. The Insure-Rite team has more than 20 years of experience with insurance verification systems in Utah, Texas, Wyoming and West Virginia including: Data Exchange, Letter Campaigns, Customer Service Call Centers, Law Enforcement Interface and the IICMVA WEB services model.

## Intellectual Technology Inc. (ITI)

Booth 300

Golf Tournament Sponsor
Randy Gray rgray@iti4dmv.com
P: 615-414-8845 www.iti4dmv.com

ITI's solutions are proven to lower costs, increase revenue, shorten wait times and reduce fraud. Solutions include Self-Service Kiosks, print on demand registration printing, License Plates software, Mobile Solutions and Centralized Fulfillment. All ITI solutions are driven by proprietary "DMV on Demand" software and includes integration, inventory management, maintenance, call center support, on-site service, printers, documents and supplies. ITI's proprietary "DMV on Demand" software lets states securely issue vehicle registrations, license plates and other official items while providing real time reporting, comprehensive auditing, service tracking and complete inventory management that DMV's desperately need.

Intellicheck Booth 402

Bill White sales@intellicheck.com 516-992-1900 www.intellicheck.com

Intellicheck Mobilisa is the industry leader in technology solutions that are the "antivirus" to the epidemic of counterfeit IDs providing virtual instant threat identification and identification authentication. Our technology solutions make it possible for our customers to enhance the safety and awareness of their facilities and people, improve customer service, and increase operational efficiencies. Our clients include Fortune 500 companies spanning the retail and financial industry, police departments, national defense clients at agencies, major seaports, and military bases, and state and federal government agencies. For more information, please visit http://www.intellicheck.com/

Intoxalock Booth 406

Kevin Nelson knelson@intoxalock.com P: 515-954-6302 www.intoxalock.com

Intoxalock is an industry leading provider of ignition interlock devices. With over 1,900 locations, they have more installation centers than any other interlock company in the United States. As leaders in technology and innovation, Intoxalock is able to provide advanced technology features that meet and exceed even the toughest state regulations. Intoxalock is fully staffed with state specialists to ensure they always remain compliant in each state.

## John R. Wald Company., Inc.

Booth 303

Lynn Conaway LConaway@jrwald.com P: 800-221-9253 www.jrwald.com

Since 1924 the John R. Wald Company has specialized in providing license plate production and distribution systems to manufacturers world-wide. Current Digital Printing technology is at the core of our system for Flat or Embossed license plates and will accommodate reflective sheeting from multiple vendors. Taking our expertise to the next level, we're excited to bring you our DigiTag<sup>TM</sup> Direct Mail System. License Plates, documents and decals delivered directly to your customer's mailbox. Wald – this time we're thinking "Inside the Box".

## Keesing Technologies

Booth 105

Mel Krul m.krul@keesingtechnologies.com

0031 (0)20 7157 824 www.keesingdocumentchecker.com

Keesing Technologies was founded in 1923 and leads the way in digital ID document authentication solutions. The objective of Keesing Technologies is to help organizations prevent counterfeiting and combat fraud by providing the world's best authentication solutions. To this end, we market a range of printed and digital solutions that allow users – from document professionals to untrained staff – to assess the authenticity of nearly all ID documents currently in circulation. Solutions that provide you with the assurance of a document's authenticity.

## LexisNexis Payment Solutions

Booth 400

Kelly Tralongo kelly.tralongo@lexisnexis.com

P: 800-669-8313, ext 86853 http://paymentsolutions.lexisnexis.com

LexisNexis® Payment Solutions is a division of LexisNexis® Risk Solutions (risk.lexisnexis.com) the leader in providing essential information that helps advance industry and society, serving commercial organizations and government agencies. LexisNexis Payment Solutions helps automate payments for government agencies including fees, utility bills, license renewals, citations, monthly payments and much, much more. Services include online credit card/e-check payments, IVR phone payments, credit/debit payment at the counter, internal office system payments and payments by mail.

## LexisNexis Risk Solutions Inc., Insurance Data Solutions

President's Reception Co-sponsor

Dale Brown dale.brown@lexisnexisrisk.com

P: 678-694-3861 www.lexisnexis.com/risk/

LexisNexis Risk Solutions Inc. is a leader in providing essential information, including driving records that helps customers across all industries and government predict, assess and manage risk. Combining cutting-edge technology, unique data and advanced scoring analytics, we provide products and services that address evolving client needs in the risk sector while upholding the highest standards of security and privacy.

#### Manheim

President's Reception Co-sponsor

Karyn Wrye karyn.wrye@coxautoinc.com

P: 615-300-6758 www.manheim.com

A subsidiary of Atlanta-based Cox Enterprises, and part of Cox Automotive, Manheim was established in 1945 as a wholesale vehicle auction operation. With more than 20,000 employees in 121 operating locations around the world, Manheim is the leading global provider of vehicle remarketing services, connecting buyers and sellers of used vehicles to the largest wholesale used vehicle marketplace. Registering nearly seven million vehicles per year, the company helps dealer and commercial customers, including automotive dealerships, banks, car rental agencies and auto manufacturers achieve results by providing physical and digital auction channels, data analysis, financing, transportation and mobile products and solutions. In addition to transforming the wholesale vehicle buying and selling experience through investments in technology and innovative products and services, Manheim stays focused on its employees, the environment and the communities it serves.

Mathtech, Inc. Booth 211

Steven Young syoung@mathtechinc.com

P: 609-689-8520 www.mathtechinc.com

Agency System & Process Modernization — Clear Direction for Project Success. Mathtech has a 50-year tradition of successfully completing projects and working collaboratively with our clients. Mathtech has significant experience working with jurisdictions to plan and implement system modernizations. Our consultants help agencies define goals and create a vision for new business processes and technology. We help define requirements, prepare RFPs, design enterprise architectures, develop Business and IT Strategic plans, implement databases and systems, and manage large projects. Our PMO/Oversight/IV&V team has helped many agencies successfully complete complex projects. Contact us and we can share many lessons learned from other projects.

MorphoTrust USA Booth 110

Julie Zomar jzomar@morphotrust.com P: 978-215-2400 www.morphotrust.com

MorphoTrust USA – The Identity Company™ – is leading the digital identity transformation by simplifying, protecting and securing the lives of the American people everywhere identity matters. For nearly 60 years MorphoTrust has brought innovative technology to serve MVA customers. Currently, MorphoTrust is

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helping to define and architect the next generation of credential and authentication solutions to prove and secure identities for in-person and online transactions. Stop by MorphoTrust's booth to learn more about our electronic ID (eID), mobile driver's license (mDL), secure physical driver's licenses, Driver 360 Modernization Solution and more. YOUR WORLD: Simplified • Protected • Secured

## Motor Vehicle Network (MVN)

Booth 302

Monday Lunch with Exhibitors Co-sponsor Brad Savage bsavage@mvnetwork.com P: 800-922-9933 www.mvnetwork.com

Motor Vehicle Network (MVN) installs high-definition flat screen TVs in DMV offices which broadcast information to customers in the waiting area without the use of audio. MVN is used as a communications tool between DMV headquarters and their customers to update current events, promote safety initiatives, changes to regulations, emergency messages and office procedure information. In addition, MVN can integrate with your queuing provider, partitioning the screen to show the current queuing numbers. Through sponsorship underwriting, MVN installs, updates and maintains the system at no cost to the jurisdiction. Our established longevity and customer service commitment has resulted in MVN's outstanding reputation across the country.

Mühlbauer Group Booth 102

Heike Davis heike.davis@muhlbauer.com P: 757-947-2823 www.muhlbauer.com

Founded in 1981, the Mühlbauer Group has ever since grown to a leading global player of the security sector. With around 3,000 employees and 35 production and service locations worldwide, Mühlbauer has created a strong competence network around the globe. The company specializes in innovative end-to-end solutions focusing on the production and personalization of cards and ePassports and has established itself as a competent partner dedicated to implementing security systems.

MV VeriSol Booth 100

Charlie Pecchio cpecchio@mvverisol.com

P: 888-837-4765 ext. 121 www.mvverisol.com

MV VeriSol provides a comprehensive turnkey solution for real-time motor vehicle insurance verification. MV VeriSol's Motor Vehicle Insurance Verification software (MVIV™) performs both event-based verification (traffic stops, registrations, accidents, courts) and ongoing verification to identify cancellations and gaps in coverage. MVIV performs online verification directly with insurance companies based on IICMVA specifications and industry standards with enhancements and integration as required by each jurisdiction. MVIV can reduce the uninsured motorist rate by up to 80% while providing a positive cash flow for the jurisdiction. Each jurisdiction has the flexibility to implement differently based on legislation, business rules, preferences, and budget.

#### NIC

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Kellie Benoit Kerstetter kellie@egov.com

P: 615-424-7839 www.egov.com

NIC is the nation's leading provider of digital government services, mobile applications, and secure payment processing solutions. We manage more than 250 motor vehicle- and driver-related online services in 28 states that make it easy for constituents to interact with DMV agencies at any time of day or night from any device. We use technology to simplify complex processes, reduce agency costs, and deliver high driver satisfaction. Our proven self-funded solution also provide user-friendly services at no cost to DMV agencies.

## PDP Group, Inc.

Wednesday Afternoon Break Co-sponsor

John Yarbrough jcyarbrough@pdpgroupinc.com

P: 443-799-7783 www.pdpgroupinc.com

PDP Group offers tailored automotive risk solutions for dealers and lenders. PDP Group's services include retail and lease insurance tracking, comprehensive nationwide paper title administration, and electronic lien and title (ELT) processing. PDP Group's Simply ELT® program is a web based electronic title solution enabling financial institutions of all sizes to participate in state programs. In addition, PDP Group is nationally known for providing insurance products for service rental programs, floor plan inventory, and dealer property and casualty coverage. These programs allow clients to retain and strengthen relationships with their customers.

#### Polk

Monday & Wednesday Audio Visual Sponsor

Kirk Hanna Kirk.Hanna@ihsmarkit.com

P: 248-728-8366 www.ihs.com/automotive

R.L. Polk & Co., part of IHS Markit Inc. (NDAQ: INFO), offers clients the most comprehensive content and deepest expertise and insight on the automotive industry available anywhere in the world today. With the 2013 addition of Polk, IHS now provides expertise and predictive insight across the entire automotive value chain from product inception—across design and production—to efforts used to maximize potential in the marketplace. No other source provides a more complete picture of the global automotive industry. IHS is the leading source of information, insight and analytics in critical areas that shape today's business landscape. IHS has been in business since 1959 and employs approximately 12,000 people in 130 offices in 34 countries.

## PPG TESLIN® Substrate

Keynote Speaker Co-sponsor

P: Max Astor Max.Astor@ppg.com

P: 412-491-3122 www.teslin.com

Used worldwide for more than 25 years in billions of security credentials, PPG TESLIN® substrate offers tamper-resistant and tamper-evident durability, and forms adhesive bonds that are ten times stronger than other print materials. It also cushions and protects embedded electronics to extend the service life

of e-cards. Drivers' licenses that combine *Teslin* substrate with rigid card materials like polycarbonate, retain the best security features of both materials while improving durability and reducing program costs. *Teslin* substrate can be embedded with program-specific security features and made available through a secure supply chain to further deter document forgery and enhance credential and certificate authentication. Learn more at: teslin.com.

Qmatic Booth 408

Kirk Lyle kirk.lyle@qmatic.com

P: 770-817-4310 www.qmatic.com

Qmatic Group leads the market in customer journey solutions. For more than 30 years, we have helped public and private organizations create remarkable customer experiences with software and hardware solutions that seamlessly manage online and onsite engagement points. Our integrated analytics provide the insights to better orchestrate customer interactions, offer timely promotions, and optimize staff and resource planning. We operate in more than 120 countries with global headquarters in Sweden and a leading presence in North America.

## RESPEC (formerly known as POD)

Booth 201

Samantha Lapin Samantha.Lapin@RESPEC.com

P: 505-243-2287 www.RESPEC.com

Is your motor vehicle data inaccurate and full of duplicates? Is your system on an island, disconnected from your other systems and dragging you down? RESPEC has the people and solutions to lift you up. RESPEC has 25+ years' experience in system consolidation and integration, data cleansing and migration. RESPEC specializes in helping DMVs manage their customers' information across their various systems. RESPEC protects the integrity and accuracy of DMV data, improves data quality by creating a single version of truth, and synchronizes multiple systems to eliminate duplicates and enable data sharing between the DMV and other state agencies.

## SambaSafety

President's Reception Co-sponsor

Jim Carroll jtcarroll@mindspring.com

P: 858-353-2354 www.sambasafety.com

SambaSafety is the leading provider of driver risk management solutions in North America. Our mission is to guide our customers to make the right decision at the right time. Through patented technology and advanced workflow management, we deliver a full range of driver-centric solutions from motor vehicle records and true continuous driver monitoring to driver policy enforcement and benchmarking. By collecting, correlating and analyzing motor vehicle records (MVRs) and other data sources, we identify driver risk and enable our customers to modify their drivers' behavior, reduce accidents, and ensure compliance and lower costs— ultimately improving driver and community safety.

SCOMM Booth 107

## Secure Title Administration, Inc.

Wednesday Morning Networking Break Co-sponsor & Monday Lunch with Exhibitors Co-sponsor Michelle Dyer Mdyer@SecureTA.com

P: 678-694-9885 www.SecureTA.com

Secure Title Administration, Inc. (STA) provides title administration services that allow lenders to outsource time consuming tasks, while maintaining transparent control over the status of titles. STA remains at the forefront of the title administration industry, including all regulatory and legislative requirements. STA has a dedicated staff, whose job is to maintain process excellence throughout the title life cycle. We also have personnel devoted specifically to Electronic Lien and Title. The organization of our title administration area makes certain that you receive the best service possible. Adherence to your specific business rules guarantees accuracy during the perfection process.

#### Solutions Thru Software International

Booth 310

President's Reception Co-sponsor
Cori Cuthbertson cori@sts-intl.com

P: 877-926-4637 www.solutionsthrusoftware.com

With over 20 years of experience, Solutions Thru Software is the industry's leading provider of computerized testing solutions and associated products. At STS, we put our customers first. We provide flexible, proven solutions to meet your business needs. We pride ourselves on providing timely, efficient service and reliable, user-friendly technology that increases productivity and satisfaction in today's busy work environments. Take a look at our knowledge testing, road testing, and scheduling solutions and you will find technology designed and backed by people who truly commit to meeting your needs.

SURYS Inc Booth 205

James Kipp j.kipp@surys.com P: 973 567-8960 www.surys.com

SURYS Inc....The new name for Hologram Industries - SecureMark Decal. SURYS Inc. is a multi-faceted security provider, which has earned its "pedigree of success" on behalf of governments worldwide for over the past three decades. SURYS Inc. offers a broad portfolio of security products (vehicle decals, laminates and Embedded OVD's for D/L and labels) based on the innovative applications of optical, material and digital sciences to reduce car theft and fraudulent identity documents, registration plates and windshield decals. SURYS Inc. is a vertically integrated secure facility located in Trumbull, Connecticut...from origination, security printing, converting and fulfillment, our procedure are compliant with the highest security standards for controlled production of high-security components.

Tech Mahindra Booth 206

Aman Sethi Aman.sethi@techmahindra.com

P: 847-275-5791 www.techmahindra.com

Tech Mahindra, a USD \$4 bn company with more than 107,000 professionals, is providing transformation solutions and services across 90 countries for over 25 years. Our public sector focused practice is helping our customers save costs, improve process quality, increase productivity, and create satisfying experiences for all stakeholders. Built on domain knowledge, process reengineering and best-in-class IT systems, we provide solutions in the area Motor Vehicles, Public Budgeting, Grants Management, SAP,

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Document Management, Mobility and Cloud solutions among others. Tech Mahindra is currently helping multiple DMVs in their transformation journey.

## TitleTec/Autopoint

Program Advertisement Sponsor

Dan Cinnamon Dan.Cinnamon@TitleTec.com

P: 916-712-0047 www.autopoint.com/titletec-about

Founded in 2005 and acquired by Solera Holdings (Solera) in 2015, Title Technologies, Inc. (TitleTec) creates a mutually beneficial relationship between the jurisdiction, the vehicle industry and motorist. Everything we do is about creating empowering connections that *just work* for all parties. To accomplish this, TitleTec utilizes its Autopoint suite of solutions, which streamlines the registration and titling process throughout the vehicle lifecycle, while maintaining rigorous safeguards to ensure information integrity throughout the process.

#### TrueCar

Tuesday Breakfast Sponsor

Patrick Watson Pwatson@truecar.com

P: 803-360-6094 www.truecar.com

TrueCar is an information and technology platform that enables its users to communicate with TrueCar Certified Dealers for a hassle-free car-buying experience.

#### U-Haul International

Past President's Breakfast Sponsor

Joe Cook joe\_cook@uhaul.com

P: 602-760-4932 www.uhaul.com

Since 1945, U-Haul has been the choice for the do-it-yourself mover. We rent our distinctive orange and white U-Haul trucks, trailers and towing devices as well as offer self-storage rooms through a network of company-operated moving centers and independent U-Haul dealers. U-Haul customers' patronage has enabled the company to maintain the largest rental fleet in the do-it-yourself moving industry. The company provides industry leading moving and storage boxes and an extended line of packing supplies to protect customer possessions. U-Haul is also the largest installer of permanent trailer hitches in the automotive aftermarket.

#### Valid USA – Identity Solutions

Booth 308

Board Dinner Co-sponsor

Mike Fox mfox@validusa.com

260.414.6346 www.validusa.com

Valid USA delivers Driver's License programs through our innovative, highly-secure solutions, configured to the unique needs of jurisdictions and provinces. We offer a product approach to DMV's, in contrast to the one-off implementations common in the market today. Our product approach ensures a stable and up-to-date solution which performs consistently across all deployed installations.

## **Veridos Identity Solutions**

Booth 301

Keynote Speaker Co-sponsor

Kathleen Synstegaard Kathleen.synstegaard@veridos.com

P: 612-618-5124 www.veridos.com

Veridos is a trusted provider of advanced, turnkey driver license solutions for over 50% of Canada's citizens including Ontario, Saskatchewan and Manitoba. Globally, Veridos has implemented more than 150 government projects in the past 25 years. Our heritage includes creating and pioneering secure identification and identity solutions, with 100% focus on government identification programs.

Vitu / MVSC Booth 202

Washington State Banquet Co-sponsor & Water Bottle Sponsor

John Brueggeman jb@vitu.com

P: 406-2706699 www.vitu.com

Motor Vehicle Software Corporation (MVSC) is the leading technological innovator transforming interactions between the private sector and government agencies. Since the launch of its award-winning, comprehensive DMVdesk electronic vehicle registration (EVR) solution in 2007, MVSC has been streamlining the California automotive industry's registration needs with several groundbreaking products. MVSC launched VITU, its next-generation platform enabling Vehicle to Government (V2Gov) transactions, in Oregon in 2016, followed by Virginia and Illinois later this year.

## Waldale Irwin Hodson Group

Booth 101

Paul Fussner fussner@wihgroup.com P: 440-358-9488 www.waldale.com

The Waldale Irwin Hodson Group, with six License Plate manufacturing and fulfillment sites located across both the United States and Canada, provides a wide range of products and services to both the License Plate and Motor Vehicle communities. We use the most current industry 'best practice' concepts to supply our North American jurisdictional customers with first rate, quality products and superior customer service.

## Washington State Correctional Industries

Booth 401

Program Printer / Sponsor

Customer Service support@washingtonci.com

P: 800-628-4738 http://www.washingtonci.com/

Correctional Industries (CI) is a unique blend of business and government, using private industry tools and techniques to provide a public service. Operations within the state correctional facilities are supported by sales to state agencies, county and local governments, and not-for-profit organizations. Thousands of inmates gain work experience and training as they produce high quality, competitively priced products, which translates into enormous benefits for taxpayers, the inmates who work and learn in CI, and for our customers.

## Washington Traffic Safety Commission

Booth 403

Darrin T. Grondel dgrondel@wtsc.wa.gov P: 360-725-9899 www.wtsc.wa.gov

The WTSC is Washington's designated highway safety office. We share a vision with numerous other state and local agencies to reduce traffic fatalities and serious injuries to zero by 2030. The WTSC Director is the Governor's Highway Safety Representative, which is a designated position each state is required to have in order to qualify for federal traffic safety funding. Our Commission is made up of 25 employees and ten Commissioners chaired by Washington's Governor Jay Inslee.

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DMV00015497



From: Taber-Lowry, Cindy <CTaber-Lowry@aamva.org>

**Sent:** Thursday, May 4, 2017 11:16 AM

To: Chrissy Nizer; Mr. Scott Vien; Ms. Karen Ballard, Public Service Manager; Ms. Kristina

Boardman; Major Ken K. Brown; Carlson, Nancy; Mr. Richard Alan Carter; Mr. Jay Chilton; Ms. Cindy Francke, Tech Records Specialist; Rick Holcomb; Mr. Glenn Jackson, Director, Drivers License Division; Stephen Leak; Ms. Helen Martin, Sr Supervisor, Driver Services; Tom Osterbind; Jane Schrank; Tonie Shields; Thompson, Marla R (DOA); Ms. Kathy Van Brocklin; Dsa, Pamela; Ferro, Anne; Grossman, Ian; Guiot, Philippe; Jordaan,

Loffie; Peraino, Joe; Prakash, Srividhya; Regmi, Ashish; Wasylina, Lynn

Subject:Draft Priority Project PollAttachments:Draft Priority Project List.docx

#### Good afternoon,

As mentioned in the S2S Governance Committee that was held on Thursday, April 27, 2017 AAMVA has composed a list of the future projects and their draft priorities. The goal of this list is to confirm the project priorities and then determine which projects should be included in a Change Request that will be submitted to Mississippi for the new DHS grant funds that Mississippi has already received.

Using the *Your Priority* column, please indicate your state's relative priorities of the draft projects. There are 12 projects listed so we ask that you prioritize all 12 projects. That is, please enter one number in each cell in the *Your Priority* column, and do not use any number more than once.

In order to present the results of the draft priority project list to all of you on Friday, May 12, 2017 we are requesting that you return the document by close of business Wednesday, May 10, 2017.

If you have any questions, comments or concerns please do not hesitate to contact me. Thank you.

Cindy Taber-Lowry
Lead Business Analyst
AAMVA I <a href="mailto:ctaber-lowry@aamva.org">ctaber-lowry@aamva.org</a> I T: 703.887.9002
4401 Wilson Blvd, Ste. 700, Arlington, VA. 22203 I <a href="mailto:www.aamva.org">www.aamva.org</a>

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# **State to State Project Priority List**

The following table is a list of future projects and their draft priorities, as previously shared. The goal is to confirm the project priorities. This will determine which projects will be included in a Change Request to be submitted to Mississippi for the new DHS grant fund that Mississippi has already received.

Using the *Your Priority* column, please indicate your state's relative priorities of the draft projects. There are 12 projects listed so we ask that you prioritize all 12 projects. That is, please enter one number in each cell in the *Your Priority* column, and do not use any number more than once.

Project #	Short Description	Draft Priority	Your Priority
4.2.1	Eliminate manual file exchange after go-live  When a state goes live, large numbers of potential duplicates are created for all State to State (S2S) states. The information needed to resolve these is exchanged between states using Excel files, since this is more efficient than obtaining the information using individual manual inquires via S2S. However, the process still requires manual intervention.  This project will automate the collection of duplicate information from states. This means that states will no longer have to add information to an Excel file. The standard output files received from the go-live process will already include all the additional information needed to perform duplicate resolution processing.	1	
4.2.2	Report for tracking remaining go-live duplicates  The process of keeping track of which potential duplicates, created during the go-live process, that remain to be resolved is cumbersome and requires manual work.  This project will create a report that states can run from the S2S WebUI to provide an instant view of unresolved duplicates.	2	

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S2S Project Priority List 5/3/2017

Project #	Short Description	Draft Priority	Your Priority
4.2.5	S2S WebUI summary view of duplicate resolution progress This project will create, in the S2S WebUI, a dashboard that provides an overview for each state of all its potential duplicates. This will include potential duplicates created during the go-live process, as well as any potential duplicates created after going live. The audience for this dashboard will be managers rather those tasked with resolving individual potential duplicates.	3	
1	<ul> <li>DLA/DLC study to support S2S</li> <li>This project will examine the proposed Driver License Agreement (DLA), and then will analyze both the Driver License Compact (DLC) and the Non-Resident Violator Compact (NRVC) to determine if these two documents can be updated to achieve what the DLA proposes, or if instead the DLA should replace the DLC and NRVC.</li> <li>Against this background, Project #1 will include the following tasks:</li> <li>Confirm that nothing will prevent participation in S2S</li> <li>Confirm that S2S can be updated to fully support the DLA/DLC/NRVC</li> <li>Identify any areas within the DLA/DLC/NRVC that may need to be updated, or that may benefit from being updated, given the existence of S2S</li> </ul>	4	
2	Analysis: What needs to be done for S2S to support DHR administration  The goal of Project #2 is to determine what will be needed to use S2S to track and administer driver history records (DHR) for non-CDL drivers (as opposed to tracking and administering credentials), and what loopholes exist. The purpose of this analysis is to compile a comprehensive inventory of cases where the existing S2S solution falls short of full DHR administration, and to identify potential solutions.  Project #2 is a prerequisite for Project #4.1.	5	

S2S Project Priority List 5/3/2017

Project #	Short Description	Draft Priority	Your Priority
4.1	Enhance S2S to support DHR administration Although Project #2 will finalize the content of Project #4.1, the expectation is that Project #4.1 will cover the following tasks:	6	
	<ul> <li>Review the AAMVA Code Dictionary (ACD) to determine if there are additional codes required in the ACD to facilitate the exchange of DHR records for non-CDL drivers between states, and if so, what those codes are</li> </ul>		
	<ul> <li>Define DHR timeliness, accuracy and completeness objectives—that is, define what a DHR will consist of, and how current the information should be.</li> </ul>		
	<ul> <li>Define solutions and mechanisms for monitoring DHR timeliness, accuracy and completeness</li> </ul>		
	<ul> <li>Build, test, and implement the solutions to support DHR administration, and provide state support</li> </ul>		
	Project #2 must be completed before starting Project #4.1.		
4.2.3	Eliminate need for separate inquiry to obtain full SSN after duplicate has been identified  This project will do for potential duplicates created during "live" transactions what project #4.2.1 does for potential duplicates created during the "go-live" process. When a potential duplicate is created, instead of having to send a separate inquiry directly to the other State of Record after receiving a duplicate notification message, the Central Site will send such an inquiry and populate the resulting information in the duplicate notification message.	7	
5	Funding of state expenses (S2S for new states; enhancements for existing S2S states) Approximately \$800,000 to cover this project was explicitly allocated in the DHS grant to Mississippi. This money will likely be spent on state expenses regardless of the priority assigned to Project #5. The priority assigned by states could however impact additional future funding that may become available.	8	
6	Pilot project using Digital Image Access and Facial Recognition for duplicate resolution  This project will provide a grant to a state to facilitate a multi-state effort to develop a best practice method for states to resolve potential duplicates. Specifically, the goal is to determine if two pointers in a potential duplicate pair are for the same identity set and the same person. The best practice method would focus on combined use of tools such as Digital Image Access or one-to-one facial recognition.	9	

S2S Project Priority List 5/3/2017

Project #	Short Description	Draft Priority	Your Priority
4.2.6	<b>S2S WebUI case management tool for duplicate resolution</b> This project will enable states to view all information about individual potential duplicate pairs, and will enable the two states involved to add notes and images that may be of benefit to the other state.	10	
4.2.4	Track duplicate resolution reason  This project will allow states to record whether a potential duplicate pair was a "true" duplicate or a false positive. A field to capture this information will be added to existing SPEXS messages. The value for this field can then be used to resolve a potential duplicate situation.	11	
4.2.7	Supporting states to selectively implement enhancements For all the solutions discussed in this list, it is assumed that all states will implement whatever solutions become available. If, instead, states would prefer to choose which features to implement, a new versioning approach must be designed, developed, and implemented to support such flexibility.	12	

**Sent:** Thursday, May 4, 2017 12:34 PM

**To:** Jordaan, Loffie

Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Jessica Byrd;

Kathleen Michhimer; Raquel Ramirez

**Subject:** RE: CSOR In Progress

Good afternoon, Loffie,

Alaska and Arizona appear to be having a misunderstanding, and I am hoping to get some clarification from AAMVA.

Alaska's suspense report has become quite large with currently 88 "CSOR by OSOR" transactions with AZ. These are transactions where AZ began a CSOR but it did not complete. On all of these, AZ pulled AK's pointer for an 3-State ID, and changed it to a DL pointer. This is within their right to do, if their state does not allow their drivers to hold an ID in another state.

We have verified that we replied with corresponding HD messages, however, the transaction was never completed by AZ. We are asking AZ to complete these transactions by sending a "CC" message for each of these.

### Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



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From: Melanie Banks [mailto:MBanks@azdot.gov]

**Sent:** Thursday, May 04, 2017 12:06 PM

Diaz < EDiaz 3@azdot.gov>

Cc: Jenelle E. Nadeau <JNadeau@azdot.gov>; Jessica Byrd <JByrd@azdot.gov>; Kathleen Micnhimer

<KMicnhimer@azdot.gov>; Raquel Ramirez <RRamirez2@azdot.gov>

Subject: RE: CSOR In Progress

## Good afternoon all,

I've spoken with my IT department to get a clearer understanding as to why AK will need to pull their pointer. Simply put if AK doesn't pull their pointer then their customers ID's will remain in a cancelled status. As of now AZ will have the pointer for the DL but AK will not have the pointer for the ID.

Sincerely,



From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

**Sent:** Thursday, May 04, 2017 12:00 PM **To:** Olzenak, Brianna M (DOA); Edith Diaz

Subject: RE: CSOR In Progress

Good morning,

Once a CSOR has begun, the NSOR (in this case AZ) must complete the transaction before we could pull it back. This is an AAMVA system requirement, not anything we can do about it.

Regards,

Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov

# MyDMV

Faster, friendlier, more accessible.

From: Olzenak, Brianna M (DOA)
Sent: Thursday, May 04, 2017 10:53 AM
To: Edith Diaz < EDiaz3@azdot.gov>

Cc: Peters, Mina L (DOA) < mina.peters@alaska.gov>

Subject: RE: CSOR In Progress

I guess I am confused.. Why did you want me to pull the pointers back?

From: Edith Diaz [mailto:EDiaz3@azdot.gov]
Sent: Thursday, May 04, 2017 10:37 AM

**To:** Olzenak, Brianna M (DOA) **Subject:** RE: CSOR In Progress

Are you able to pull the pointers back now for the records?

From: Olzenak, Brianna M (DOA) [mailto:brianna.olzenak@alaska.gov]

Sent: Thursday, May 04, 2017 11:30 AM

To: Edith Diaz

Subject: RE: CSOR In Progress

If the problem was that we weren't providing it, that would be one thing. But since we are then there shouldn't be anything more that Alaska would need to do.

Please let me know if you have any more questions in regards to this!

Thanks for your help, Bri Olzenak

From: Edith Diaz [mailto:EDiaz3@azdot.gov]
Sent: Thursday, May 04, 2017 5:57 AM

**To:** Olzenak, Brianna M (DOA) **Subject:** CSOR In Progress

Good morning Bri,

We have completed the process for the CSOT in progress for the records sent. Would you be able to pull the history for each? Please let us know if you are able to pull the history for each person to resolve the issue. Thank you.

## Edith Diaz

Customer Service Representative IV Technical Support Unit 1801 W Jefferson Phoenix, AZ 85007 602-712-4548 Ediaz3@azdot.gov



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**Sent:** Thursday, May 4, 2017 12:34 PM

**To:** Jordaan, Loffie

Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Jessica Byrd;

Kathleen Michhimer; Raquel Ramirez

**Subject:** RE: CSOR In Progress

Good afternoon, Loffie,

Alaska and Arizona appear to be having a misunderstanding, and I am hoping to get some clarification from AAMVA.

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Faster, friendlier, more accessible.

From: Melanie Banks [mailto:MBanks@azdot.gov]

**Sent:** Thursday, May 04, 2017 12:06 PM

Diaz < EDiaz 3@azdot.gov>

Cc: Jenelle E. Nadeau <JNadeau@azdot.gov>; Jessica Byrd <JByrd@azdot.gov>; Kathleen Micnhimer

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Quinlan, Philip < PQuinlan@aamva.org > From: Sent: Thursday, May 4, 2017 12:47 PM To:

Thompson, Marla R (DOA)

Request for meeting at Region IV Conference **Subject:** 

Marla,

AAMVA would like to meet with Alaska at the Region IV Conference to discuss Alaska's participation in AAMVA's Driver License Data Verification (DLDV) service. The following appeared in AAMVA's The Week in Review on March 20th:

### Social Security Administration now using DLDV in California, Florida and Texas

The Social Security Administration (SSA) continues to roll out its online service that allows residents of U.S jurisdictions to replace Social Security Number (SSN) cards from the comfort of their home or office, without the need to travel to a SSA office. SSA's internet-based Social Security Number Replacement Card (iSSNRC) program reduces the number of SSN replacement card requests in SSA field offices and card centers. To increase security of the online application, the iSSNRC application requires verification of driver's license and identification card information through AAMVA's Driver License Data Verification (DLDV) service. The iSSNRC program recently rolled out in California, Florida and Texas, and is now available in eighteen jurisdictions: AZ, CA, DC, FL, IA, ID, KY, MD, MI, MS, ND, NE, NM, PA, SD, TX, WA and WI. SSA is making launch plans for DE and VA. Eight additional jurisdictions are in the process of coming onboard DLDV. The benefit of the iSSNRC application is only available to residents in participating DLDV jurisdictions who have had contact with SSA since 1981. Residents can check eligibility by opening their online mySSA account.

Following are potential times to meet at the Region IV Conference that do not conflict with scheduled Conference programming:

- Monday (5/22):
  - 7:30 8:45 / Breakfast with Exhibitors
  - 12:00 1:15 / Lunch with Exhibitors
  - 2:45 3:30 / Ice Cream Social
- Tuesday (5/23):
  - 7:30 8:30 / Breakfast with Exhibitors
  - 10:00 10:30 / Break

There are also shorter networking breaks during the conference. Please let me know if Alaska has other convenient times to meet.

Thank you, Philip

Philip Quinlan | Vice President, Business Solutions American Association of Motor Vehicle Administrators 4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

P: (703) 908-2894 | pquinlan@aamva.org | www.aamva.org

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Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Kathleen

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To clarify AZ did not change the ID pointer to a DL pointer. AZ added our DL pointer during bulk load and during the duplicate process it was determined that these were potential matches. AZ does allow for a customer to have an OOS ID card and AZ DL; our duplicate resolution team inadvertently pulled AK's ID pointer.

We have completed the CC for these records and since there is now an AZ ID pointer and an AZ DL pointer out there requesting that AK pull the ID pointer back so that the customer's AK ID Card is not cancelled,.

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Thank you,

Jessica Byrd Business Analyst, ITG 2739 E. Washington St. Phoenix, Az. 85034 602.712.7393 www.azdot.gov



From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

**Sent:** Thursday, May 04, 2017 1:39 PM

To: 'Jordaan, Loffie'

Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Jessica Byrd; Kathleen Micnhimer; Raquel

Ramirez

Subject: RE: CSOR In Progress

..sorry, I accidentally hit send before finishing my email.

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If I am misunderstanding or misstating, please let me know. We want very much to help AZ, but believe our hands are tied in helping clear these, and fear that this list will grow exponentially unless action is taken now.

Thank you for your assistance.

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov



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From: Peters, Mina L (DOA)

**Sent:** Thursday, May 04, 2017 12:34 PM **To:** Jordaan, Loffie <LJordaan@aamva.org>

**Cc:** Melanie Banks < <u>MBanks@azdot.gov</u>>; Olzenak, Brianna M (DOA) < <u>brianna.olzenak@alaska.gov</u>>; Edith Diaz < <u>EDiaz3@azdot.gov</u>>; Jenelle E. Nadeau < <u>JNadeau@azdot.gov</u>>; Jessica Byrd < <u>JByrd@azdot.gov</u>>; Kathleen Micnhimer < <u>KMicnhimer@azdot.gov</u>>; Raquel Ramirez < <u>RRamirez2@azdot.gov</u>>

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Mina.Peters@alaska.gov



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From: Melanie Banks [mailto:MBanks@azdot.gov]

Sent: Thursday, May 04, 2017 12:06 PM

Diaz < EDiaz3@azdot.gov >

**Cc:** Jenelle E. Nadeau < <u>JNadeau@azdot.gov</u>>; Jessica Byrd < <u>JByrd@azdot.gov</u>>; Kathleen Micnhimer < <u>KMicnhimer@azdot.gov</u>>; Raquel Ramirez < <u>RRamirez2@azdot.gov</u>>

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Sincerely,
Melanie Banks
Technical Support Unit Supervisor
Arizona Department of Transportation
Motor Vehicle Division
602-712-4741
Mbanks@azdot.gov



From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

**Sent:** Thursday, May 04, 2017 12:00 PM **To:** Olzenak, Brianna M (DOA); Edith Diaz

Subject: RE: CSOR In Progress

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State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



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Sent: Thursday, May 04, 2017 10:53 AM
To: Edith Diaz <EDiaz3@azdot.gov>

Cc: Peters, Mina L (DOA) <mina.peters@alaska.gov>

Subject: RE: CSOR In Progress

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From: Edith Diaz [mailto:EDiaz3@azdot.gov]
Sent: Thursday, May 04, 2017 10:37 AM

**To:** Olzenak, Brianna M (DOA) **Subject:** RE: CSOR In Progress

Are you able to pull the pointers back now for the records?

From: Olzenak, Brianna M (DOA) [mailto:brianna.olzenak@alaska.gov]

Sent: Thursday, May 04, 2017 11:30 AM

To: Edith Diaz

Subject: RE: CSOR In Progress

Edith,

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Please let me know if you have any more questions in regards to this!

Thanks for your help, Bri Olzenak

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**To:** Olzenak, Brianna M (DOA) **Subject:** CSOR In Progress

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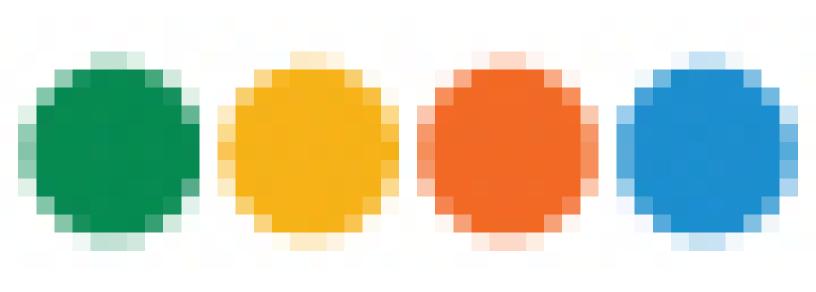
Edith Diaz

Customer Service Representative IV Technical Support Unit 1801 W Jefferson Phoenix, AZ 85007 602-712-4548



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**Sent:** Thursday, May 4, 2017 1:35 PM **To:** Jessica Byrd; 'Jordaan, Loffie'

Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Kathleen

Micnhimer; Raquel Ramirez

Subject:RE: CSOR In ProgressAttachments:Suspense redacted.xlsx

Thank you, Jessica,

We figured this happened in conjunction with working the duplicates. If the CC's have been done, then that is where the misunderstanding occurred. However, if you look at the suspense report, you will see that it clearly states that the OSOR (AK) had an ID pointer (document type 3) and the NSOR (AZ) has a DL pointer (document type 1). I'm attaching a snippet of heavily redacted report so you can see what I mean.

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Mina Peters
Analyst Programmer V
State of Alaska
Division of Motor Vehicles
Mina.Peters@alaska.gov



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From: Jessica Byrd [mailto:JByrd@azdot.gov] Sent: Thursday, May 04, 2017 12:51 PM

To: Peters, Mina L (DOA) <mina.peters@alaska.gov>; 'Jordaan, Loffie' <LJordaan@aamva.org>

Cc: Melanie Banks < MBanks@azdot.gov>; Olzenak, Brianna M (DOA) < brianna.olzenak@alaska.gov>; Edith Diaz

<EDiaz3@azdot.gov>; Jenelle E. Nadeau <JNadeau@azdot.gov>; Kathleen Micnhimer <KMicnhimer@azdot.gov>; Raquel

Ramirez < RRamirez 2@azdot.gov> **Subject:** RE: CSOR In Progress

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**Sent:** Thursday, May 04, 2017 1:39 PM

To: 'Jordaan, Loffie'

Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Jessica Byrd; Kathleen Micnhimer; Raquel

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State of Alaska
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**Sent:** Thursday, May 04, 2017 12:06 PM

To: Peters, Mina L (DOA) < mina.peters@alaska.gov >; Olzenak, Brianna M (DOA) < brianna.olzenak@alaska.gov >; Edith

Diaz <EDiaz3@azdot.gov>

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DMV00015560

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Technical Support Unit Supervisor
Arizona Department of Transportation
Motor Vehicle Division
602-712-4741
Mbanks@azdot.gov



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**Sent:** Thursday, May 04, 2017 12:00 PM **To:** Olzenak, Brianna M (DOA); Edith Diaz

Subject: RE: CSOR In Progress

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# MyDMV

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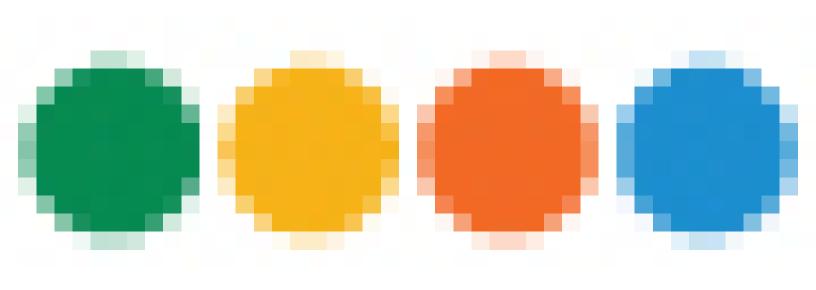
Customer Service Representative IV Technical Support Unit 1801 W Jefferson Phoenix, AZ 85007 602-712-4548 Ediaz3@azdot.gov



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**Sent:** Thursday, May 4, 2017 1:35 PM **To:** Jessica Byrd; 'Jordaan, Loffie'

Cc: Melanie Banks; Olzenak, Brianna M (DOA); Edith Diaz; Jenelle E. Nadeau; Kathleen

Micnhimer; Raquel Ramirez

Subject:RE: CSOR In ProgressAttachments:Suspense redacted.xlsx

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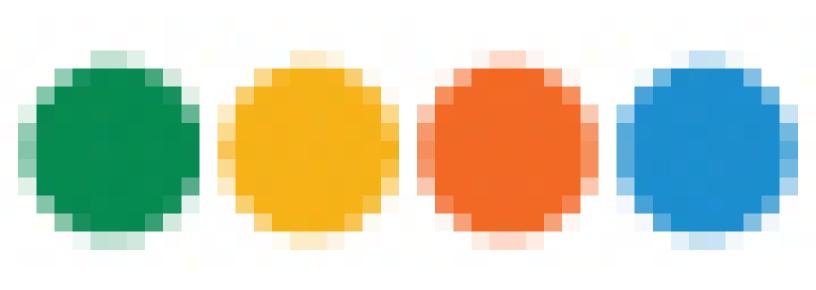
Customer Service Representative IV
Technical Support Unit
1801 W Jefferson
Phoenix, AZ 85007
602-712-4548
Ediaz 3 @azdot gov



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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 3:22 PM
To: Brosnan, Patrick P (DOA)

**Subject:** Alabama Scheduled Maintenance Saturday, May 6, 2017

# Jurisdictions:

AAMVA has been informed that Alabama will be performing scheduled maintenance on Saturday, May 6, 2017 from 06:00 AM ET to 11:00 AM ET. Alabama will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 3:22 PM
To: OBrien, Audrey K (DOA)

**Subject:** Alabama Scheduled Maintenance Saturday, May 6, 2017

# Jurisdictions:

AAMVA has been informed that Alabama will be performing scheduled maintenance on Saturday, May 6, 2017 from 06:00 AM ET to 11:00 AM ET. Alabama will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 3:22 PM

To: Nolen, David B (DOA)

**Subject:** Alabama Scheduled Maintenance Saturday, May 6, 2017

# Jurisdictions:

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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 3:22 PM

**To:** Peters, Mina L (DOA)

**Subject:** Alabama Scheduled Maintenance Saturday, May 6, 2017

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From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 3:23 PM

**To:** DOA DMV Managers

**Subject:** Alabama Scheduled Maintenance Saturday, May 6, 2017

# Jurisdictions:

AAMVA has been informed that Alabama will be performing scheduled maintenance on Saturday, May 6, 2017 from 06:00 AM ET to 11:00 AM ET. Alabama will be unavailable during this time period.

From: AAMVA\_NoReply@AAMVA.org
Sent: Thursday, May 4, 2017 3:24 PM

**To:** DOA DMV IT notices

**Subject:** Alabama Scheduled Maintenance Saturday, May 6, 2017

# Jurisdictions:

AAMVA has been informed that Alabama will be performing scheduled maintenance on Saturday, May 6, 2017 from 06:00 AM ET to 11:00 AM ET. Alabama will be unavailable during this time period.

From: Smith, Katie N (DOA)

**Sent:** Thursday, May 4, 2017 3:26 PM

**To:** helpdesk@aamva.org

Subject: Ohio

Hello,

Do you have a good contact for Ohio? I have emailed several times and have received no reply.

Thanks, Katie Smith Division of Motor Vehicles Administrative Assistant II (907)269-5559 katie.smith@alaska.gov From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Thursday, May 4, 2017 3:28 PM

**To:** Smith, Katie N (DOA)

**Subject:** Ohio ISSUE=163562 PROJ=11

When replying, type your text above this line.

# **Notification of Ticket Registration**

Thank you for opening a ticket with the AAMVA Operations Help Desk. Meeting your needs is important to us.

An AAMVA Operations representative has been assigned to review your request. AAMVA's Help Desk office hours are 7am ET - 10pm ET Monday through Friday and 8am ET - 4:30pm ET on Saturday. If this request was received within this timeframe, the representative will be contacting you shortly in regards to completing your request.

If this request was made after hours, it will be actively worked during the morning of the next business day. If you have any questions, or if this is an after-hours emergency, please contact the AAMVA Operations Department by replying to this email, or by calling 1-888-226-8280 option 1.

Ticket: Ohio

Ticket Number: 163562

**Status:** Request **Date:** 05/04/2017

Time: 19:28:03 Created By: katie.smith@alaska.gov

### Comment:

Hello,

Do you have a good contact for Ohio? I have emailed several times and have received no reply.

Thanks, Katie Smith Division of Motor Vehicles Administrative Assistant II (907)269-5559 katie.smith@alaska.gov

Current Assignees: Ops Help Desk, Maria Grimes

### CC(s):

Ticket last edited by katie.smith@alaska.gov

From: Dluzynski, Janice <JDluzynski@aamva.org>

**Sent:** Thursday, May 4, 2017 3:41 PM

To:

Anna.Sledge@alea.alabama.gov; Tham, Nichole M (DOA); twalters@azdot.gov;
monty.pride@asp.arkansas.gov; Marina.Smith@dmv.ca.gov; kim.tovar@dmv.ca.gov;
jwoodward@dmv.ca.gov; marco.vazzano@state.co.us; sarah.werner@state.co.us;
michael.bzdyra@ct.gov; scott.vien@state.de.us; Babers, Lucinda; pko@honolulu.gov;

saadolf@bmv.in.gov; glenn.anness@icbc.com; mark.lowe@iowadot.us; melissa.spiegel@iowadot.us; shelly.bartron@ks.gov; Julie.Earnest@ks.gov; kent.selk@ks.gov; matthew.cole@ky.gov; rick.taylor@ky.gov; Jo Carol Roberts;

karen.st.germain@la.gov; kimberly.watson@la.gov; Patty Morneault; dburns@mpi.mb.ca; joan.kopcinski@state.mn.us; kbrown@dps.ms.gov; msnowberger@mt.gov; jhurin@dmv.nv.gov; Raymond Martinez;

Robert.porreca@mvc.nj.gov; AliciaC.Ortiz@state.nm.us; theresa.egan@dmv.ny.gov; alandoody@gov.nl.ca; gjackson@nd.gov; Steve\_loutitt@gov.nt.ca; lgee@gov.nu.ca; gedwards@dps.ohio.gov; jferguson@dps.ohio.gov; jeff.hankins@dps.ok.gov;

Maryanne.Cirillo@ontario.ca; david.silva@ontario.ca; Heidi Francis; Bryce.A.MCKENNA@ODOT.state.or.us; Myers, Kurt; glminer@gov.pe.ca; Lisa.Antonaccio@dmv.ri.gov; Clare.Sedlock@dmv.ri.gov; scrighton@sgi.sk.ca;

sdelmaire@sgi.sk.ca; jlavallee@sgi.sk.ca; Darcy.bly@gov.ab.ca;

harold.blaney@saaq.gouv.qc.ca; Peggy.Fouty@SCDMV.net; annie.phelps@scdmv.net; Jane Schrank; larry.godwin@tn.gov; michael.hogan@tn.gov; edwin.mimms@tn.gov;

Ron.coleman@dps.texas.gov; sheri.gipson@dps.texas.gov; Mimzie.Dennis@dps.texas.gov; Janie.sawatsky@dps.texas.gov;

Christopher.Sawyer@dps.texas.gov; Heather.Strawn@dps.texas.gov; nleavitt@utah.gov; ccaras@utah.gov; Robert Ide; michael.smith@vermont.gov; kmathis@dol.wa.gov;

Robert.Combs@dot.wi.gov; tracy.bendera@gov.yk.ca

AAMVA Survey Request - South Carolina is seeking information on knowledge testing

systems

Please respond to this survey from South Carolina. The jurisdictions that have already responded are listed after the survey.

Knowledge Testing System (Ends 05/26/2017) Responses received from FL, GA, ID, IL, LA, MD, MI, MO, NC, NE, NH, VA.

South Carolina appreciates your response. Please let me know if you have any questions about using the survey tool.

Thank you.

**Subject:** 

Janice Dluzynski | American Association of Motor Vehicle Administrators (703) 908-5842 | jdluzynski@aamva.org

Note: All <u>open surveys</u> and <u>survey responses</u> can be accessed by going to <u>www.aamva.org</u> and clicking on the Solutions & Best Practices tab on the navigation bar or the New Surveys tab in the box on the left side of the screen.

From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Thursday, May 4, 2017 3:42 PM

**To:** Smith, Katie N (DOA)

**Subject:** Ohio ISSUE=163562 PROJ=11

When replying, type your text above this line.

### **Notification of Ticket Change**

Your request has been completed and the request is now closed.

If you have any questions or concerns, please contact the AAMVA Operations Department by replying to this email,

or by calling 1-888-226-8280 option 1.

Thank you for contacting the AAMVA Operations Help Desk.

Ticket: Ohio Ticket Number:163562

**Status:** Closed **Date:** 05/04/2017 **Time:** 19:41:41 **Creation Date:** 05/04/2017

Creation Time:19:28:02 Created By: katie.smith@alaska.gov

### **Comment:**

Katie,

Try one of these people and maybe they can point you in the right direction.

Catherine Ryder

(614) 644-2183

Stephanie Burgess

614-752-7500

Current Assignees: Ops Help Desk, Maria Grimes

CC(s):

### **Ticket Information:**

**Type:** Request **Subtype:** Information / Training

Category: Application Subcategory: NMVTIS

Ticket last edited by Maria Grimes

From: Smith, Katie N (DOA)

**Sent:** Thursday, May 4, 2017 3:43 PM

To: helpdesk@aamva.org

**Subject:** RE: Ohio ISSUE=163562 PROJ=11

# Thank you!!

From: AAMVA Help Desk [mailto:helpdesk@aamva.org]

Sent: Thursday, May 04, 2017 3:42 PM

To: Smith, Katie N (DOA) < katie.smith@alaska.gov>

Subject: Ohio ISSUE=163562 PROJ=11

When replying, type your text above this line.

## **Notification of Ticket Change**

Your request has been completed and the request is now closed.

If you have any questions or concerns, please contact the AAMVA Operations Department by replying to this email,

or by calling 1-888-226-8280 option 1.

Thank you for contacting the AAMVA Operations Help Desk.

Ticket: Ohio Ticket Number: 163562

**Status:** Closed **Date:** 05/04/2017 **Time:** 19:41:41 **Creation Date:** 05/04/2017

Creation Time:19:28:02 Created By: <a href="mailto:katie.smith@alaska.gov">katie.smith@alaska.gov</a>

### **Comment:**

Katie,

Try one of these people and maybe they can point you in the right direction.

Catherine Ryder

(614) 644-2183

Stephanie Burgess

614-752-7500

Current Assignees: Ops Help Desk, Maria Grimes

# CC(s):

# **Ticket Information:**

**Type:** Request **Subtype:** Information / Training

Category: Application Subcategory: NMVTIS

Ticket last edited by Maria Grimes

From: AAMVA Help Desk <helpdesk@aamva.org>

**Sent:** Thursday, May 4, 2017 3:45 PM

**To:** Smith, Katie N (DOA)

**Subject:** Ohio ISSUE=163562 PROJ=11

When replying, type your text above this line.

# **Notification of Ticket Change**

Your request has been completed and the request is now closed.

If you have any questions or concerns, please contact the AAMVA Operations Department by replying to this email,

or by calling 1-888-226-8280 option 1.

Thank you for contacting the AAMVA Operations Help Desk.

Ticket: Ohio Ticket Number: 163562

**Status:** Closed **Date:** 05/04/2017 **Time:** 19:44:44 **Creation Date:**05/04/2017

Creation Time:19:28:02 Created By: katie.smith@alaska.gov

Comment: Thank you!!

Current Assignees: Ops Help Desk, Maria Grimes

CC(s):

**Ticket Information:** 

**Type:** Request **Subtype:** Information / Training

Category: Application Subcategory: NMVTIS

Ticket last edited by katie.smith@alaska.gov

From: NmvtisReports@aamva.org
Sent: Friday, May 5, 2017 4:05 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

Attachments: DuplicateVinReportDW\_AK\_20170504.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Duplicate Vin Report ALASKA (AK)

for 5/4/2017

Run Date: 5/5/20

nvironment: Production

Page: 1

Duplicate VINs Created By ALASKA

1

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate VIN: 1FDXE45S27DA98299 (Number Of Duplicate Titles:2)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1FDXE45S27DA98299	ALASKA	5090065	ITAS/2008	5/4/2017	5/4/2017	Interactive CSOT
History #1	1FDXE45S27DA98299	CALIFORNIA	20170217	FORD/2008	2/17/2017	3/3/2017	Batch Add of Title
History #2	1FDXE45S27DA98299	ARIZONA	0J15017060143	ITAS/2008	3/1/2017	3/1/2017	Interactive New Title
Current	1FDXE45S27DA98299	CALIFORNIA	20080715	FORD/2007	7/15/2008	11/7/2008	Batch Add of Title
History #1	1FDXE45S27DA98299	ALASKA	2742171	FORD/2007	7/25/2007	10/17/2010	Batch Add of Title

Number Of Addition to Existing Duplicates Created 1

Total Number Of Duplicate VINs created:

From: NmvtisReports@aamva.org
Sent: Friday, May 5, 2017 4:09 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170504.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

AAMVA – Official Use Only: Do not share with or forward to additional parties except as necessary to conduct the business for which this document was clearly intended. If in doubt, contact the originator for additional guidance. If you believe that you have received this document in error, please advise the sender, then delete or destroy the information.



# Daily Suspense Report

Page: 1

5/4/2017 Daily Suspense Report For AK

Message Type: UT

Change State Of Title Status: E

SOT	٠	WΔ

Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705040043200007 1UNIUT	KMHDC86E49U037130	1706317667		
SD	1705040420530961303 NMSD	KMHDC86E49U037130	3156991	3385685816389192	
SD Error	1705040420530001 1UNISD	KMHDC86E49U037130	3156991	3385685816389192	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705040042070000 1UNIUT	1NXBU40E29Z035432	1708577577		
SD	1705040416356201220 NMSD	1NXBU40E29Z035432	4687855	38809835	
SD Error	1705040416350002 1UNISD	1NXBU40E29Z035432	4687855	38809835	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042070007 1UNIUT	1D8GU28K48W229179	1700448598		
SD	1705030417081840247 NMSD	1D8GU28K48W229179	4397162	32749731	
SD Error	1705030417080001 1UNISD	1D8GU28K48W229179	4397162	32749731	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042050001 1UNIUT	2C4RDGCG2GR327352	1708280893		
SD	1705030417030740245 NMSD	2C4RDGCG2GR327352	4875299	39566324	
SD Error	1705030417020004 1UNISD	2C4RDGCG2GR327352	4875299	39566324	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042040006 1UNIUT	1N6AA0EC2AN307496	1700239507		
SD	1705030416583080243 NMSD	1N6AA0EC2AN307496	4149785	34590805	
SD Error	1705030416580001 1UNISD	1N6AA0EC2AN307496	4149785	34590805	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042010001 1UNIUT	1FTDX1729VKA31141	1700132149		
SD	1705030416465420237 NMSD	1FTDX1729VKA31141	4231771	28807988	
SD Error	1705030416460002 1UNISD	1FTDX1729VKA31141	4231771	28807988	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041540006 1UNIUT	3C6UD5ML4CG139272	1702731191		
SD	1705030416171980221 NMSD	3C6UD5ML4CG139272	5002706	36219469	
SD Error	1705030416170001 1UNISD	3C6UD5ML4CG139272	5002706	36219469	

NMV Restonet Ho	TIS on the state of the state o	_	spense Report 5/4/2017		Run Date: 5/5/2017  Environment: Production  Page: 2		
Daily Suspense Report For AK							
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
JT	1705030041360002 1UNIUT	1FTDR15X5RPB24109	1713736110				
SD	1705030415229930195 NMSD	1FTDR15X5RPB24109	2723566	203645337582297			
SD Error	1705030415220007 1UNISD	1FTDR15X5RPB24109	2723566	203645337582297			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030041310008 1UNIUT	2B3KA53H66H197427	1701934768				
SD	1705030415080870189 NMSD	2B3KA53H66H197427	4910477	32975079			
SD Error	1705030415070006 1UNISD	2B3KA53H66H197427	4910477	32975079			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030041040001 1UNIUT	3C4PDCBG4FT682102	1712836581				
SD	1705030413525060162 NMSD	3C4PDCBG4FT682102	4677874	38808692			
SD Error	1705030413520001 1UNISD	3C4PDCBG4FT682102	4677874	38808692			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030040550008 1UNIUT	JTEBU4BF6DK153865	1710493702				
SD	1705030413308180153 NMSD	JTEBU4BF6DK153865	4120704	36907373			
SD Error	1705030413300005 1UNISD	JTEBU4BF6DK153865	4120704	36907373			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030040330001 1UNIUT	4S4WX82C064419619	1705290992				
SD	1705030412119880130 NMSD	4S4WX82C064419619	3653338	35217855			
SD Error	1705030412110008 1UNISD	4S4WX82C064419619	3653338	35217855			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030040220000 1UNIUT	JF1GE60619H514547	1708142261				
SD	1705030411416750115 NMSD	JF1GE60619H514547	3653342	35230922			
SD Error	1705030411410003 1UNISD	JF1GE60619H514547	3653342	35230922			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030040210006 1UNIUT	JTEES41A992146828	1706463377				
SD	1705030411396430113 NMSD	JTEES41A992146828	5006535	34115183			
SD Error	1705030411390004 1UNISD	JTEES41A992146828	5006535	34115183			
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message		
UT	1705030040050001 1UNIUT	1NKDLP9X5CJ326097	1713287403				
SD	1705030410548450063 NMSD	1NKDLP9X5CJ326097	3975670	35873891			
SD Error	1705030410540006 1UNISD	1NKDLP9X5CJ326097	3975670	35873891			

1705030410517200059 1705030410510005 1  Msg Locator 1705030039550003 1 1705030410269850041	1UNIUT NMSD 1UNISD	Vin 1D4HB48N96F106654 1D4HB48N96F106654	Title Number 1713861423	State Title Key	Error Message
1705030040030002 1 1705030410517200059 1 1705030410510005 1 <b>Msg Locator</b> 1705030039550003 1 1705030410269850041	NMSD	1D4HB48N96F106654 1D4HB48N96F106654	1713861423	State Title Key	Error Message
1705030410517200059 1705030410510005 1  Msg Locator 1705030039550003 1 1705030410269850041	NMSD	1D4HB48N96F106654			
1705030410510005 1 Msg Locator 1705030039550003 1 1705030410269850041					
Msg Locator 1705030039550003 1 1705030410269850041	1UNISD	4 - 4 400 5-4 0 5 55 4	4484480	38368394	
1705030039550003 1 1705030410269850041		1D4HB48N96F106654	4484480	38368394	
1705030410269850041		Vin	Title Number	State Title Key	Error Message
	1UNIUT	3C63R3NL3EG242881	1707083466		
1705030410260007 1	NMSD	3C63R3NL3EG242881	4762978	39109798	
	1UNISD	3C63R3NL3EG242881	4762978	39109798	
Msg Locator		Vin	Title Number	State Title Key	Error Message
1705030039460003 1	1UNIUT	1FDXE4FS5EDA48072	1708280602		
1705030409525780021	NMSD	1FDXE4FS5EDA48072	5046023	37864774	
1705030409520004 1	1UNISD	1FDXE4FS5EDA48072	5046023	37864774	
Msg Locator		Vin	Title Number	State Title Key	Error Message
1705030039420007 1	1UNIUT	1C4PJMCB4GW289021	1701432794		
1705030409319520010	NMSD	1C4PJMCB4GW289021	4666684	39499103	
1705030409310005 1	1UNISD	1C4PJMCB4GW289021	4666684	39499103	
Msg Locator		Vin	Title Number	State Title Key	Error Message
1705030039360006 1	1UNIUT	2C4RDGCG8GR327288	1700522726		
1705030409154990002	NMSD	2C4RDGCG8GR327288	4896252	39593948	
1705030409150002 1	1UNISD	2C4RDGCG8GR327288	4896252	39593948	
AK Number of N	New Suspend	ed "E" Transactions with WA	:	2	
AK Number	of Suspend	ed "E" Transactions with WA	:	20	
AK Nun	mber of New	Suspended "E" Transactions	:	2	
AF	K Number of	Suspended "E" Transactions	:	20	
AK Nun	mber of New	Suspended "UT" Transaction	s	2	
AK	Number of	Suspended "UT" Transactions	:	20	
AK Total	l Number of	New Suspended Transactions	:	2	
AK 1	Total Numbe	r of Suspended Transactions	:	20	
	1705030409520004  Msg Locator  1705030039420007  1705030409319520010  1705030409310005  Msg Locator  1705030409154990002  1705030409154990002  AK Number of I  AK Number  AK Number  AK Number  AK Number  AK Number  AK Number	1705030409520004 1UNISD  Msg Locator  1705030039420007 1UNIUT  1705030409319520010 NMSD  1705030409310005 1UNISD  Msg Locator  1705030409154990002 NMSD  1705030409154990002 NMSD  AK Number of New Suspende  AK Number of Suspende  AK Number of New  AK Number of New	Msg   Locator   Vin	Msg Locator	1705030409520004

From: Jordaan, Loffie <LJordaan@aamva.org>

**Sent:** Friday, May 5, 2017 6:07 AM

**To:** Peters, Mina L (DOA)

Cc:Valdetaro, Paul; Prakash, SrividhyaSubject:RE: Questions on H1 and SSN type

### Mina,

Regarding your question on the H1: The H1 is an optional message. From a system perspective you would send the H1 if you have a Document Discriminator for a credential. From a system perspective the H1 is not tied to Real ID. You can send the H1 for both Real ID and non-Real ID credentials.

From a Real ID perspective of course the Document Discriminator is needed. So operationally you would send the H1 for Real ID credentials.

If a customer has both a Real ID and a non-Real ID credential, the one with which to respond will depend on the transaction and on the instructions in the Specification. In CD08 it should be straight forward: You respond with the credential on which the CSOR is being conducted. In CD03/04 the Master Specification describes a process for how to respond (see e.g. CD03.3.2.5).

### Does this help?

We are still looking into the SSN issue.

### Thanks,

### Loffie

From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Friday, April 21, 2017 14:58

**To:** Jordaan, Loffie <LJordaan@aamva.org> **Subject:** Questions on H1 and SSN type

Hi Loffie,

If you are not the one I should be asking these types questions to, please let me know who I should ask. I know you're busy and hate to bug you, but not sure where else to go.

### H1 question

We implemented H1 messages with SPEXS. We were told it was optional since we aren't Real ID, but since we anticipate the possibility of becoming a Real ID state, decided it was better to put it in now.

So the question came up for when we ARE Real ID compliant, how do we handle the 9/B block for multiple credentials and duplicates? For example, John Smith has a Real ID compliant license and a customary ID card with AK. How would we handle our response to SC/SB/SG/SD inquiries on the ID card? Would we respond with an H1 for the customary ID, or only the Real ID document?

### SSN type question

We have been having issues with AZ and SSN type. Our programming prohibits SSN type of "S" unless the last 5 digits are 99999, as per the master spec data dictionary. This goes for other state SSN types as well as internal. However, recently we've come across some SSN types where AZ's pointer loaded a live SSN to the pointer, but used SSN type "S", which is causing us issues. Do we need to change our programming, or does AZ need to fix their records? Since we've had this conversation several times with them, I thought I'd ask.

Thank you, as always!!! It was great seeing you last week!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov

My DMV Faster, friendlier, more accessible.

DMV00015602



From: Jordaan, Loffie <LJordaan@aamva.org>

**Sent:** Friday, May 5, 2017 6:07 AM

**To:** Peters, Mina L (DOA)

Cc:Valdetaro, Paul; Prakash, SrividhyaSubject:RE: Questions on H1 and SSN type

### Mina,

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### Does this help?

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### Thanks,

### Loffie

From: Peters, Mina L (DOA) [mailto:mina.peters@alaska.gov]

Sent: Friday, April 21, 2017 14:58

**To:** Jordaan, Loffie <LJordaan@aamva.org> **Subject:** Questions on H1 and SSN type

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So the question came up for when we ARE Real ID compliant, how do we handle the 9/B block for multiple credentials and duplicates? For example, John Smith has a Real ID compliant license and a customary ID card with AK. How would we handle our response to SC/SB/SG/SD inquiries on the ID card? Would we respond with an H1 for the customary ID, or only the Real ID document?

### SSN type question

We have been having issues with AZ and SSN type. Our programming prohibits SSN type of "S" unless the last 5 digits are 99999, as per the master spec data dictionary. This goes for other state SSN types as well as internal. However, recently we've come across some SSN types where AZ's pointer loaded a live SSN to the pointer, but used SSN type "S", which is causing us issues. Do we need to change our programming, or does AZ need to fix their records? Since we've had this conversation several times with them, I thought I'd ask.

Thank you, as always!!! It was great seeing you last week!

Regards,

Mina Peters Analyst Programmer V State of Alaska Division of Motor Vehicles Mina.Peters@alaska.gov

My DMV Faster, friendlier, more accessible.

DMV00015605



From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 7:07 AM
To: Brosnan, Patrick P (DOA)

Subject: AAMVA NCS CERT (TEST) Environment Scheduled Maintenance - Tuesday, May 11,

2017

# **AAMVA NCS CERT (Test) Participants:**

Due to planned maintenance, the AAMVA NCS CERT (Test) Environment will be unavailable from 11:00 PM ET, Tuesday, May 9, 2017 to 1:00 AM ET, Wednesday, May 10, 2017.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 7:07 AM
To: OBrien, Audrey K (DOA)

Subject: AAMVA NCS CERT (TEST) Environment Scheduled Maintenance - Tuesday, May 11,

2017

# **AAMVA NCS CERT (Test) Participants:**

Due to planned maintenance, the AAMVA NCS CERT (Test) Environment will be unavailable from 11:00 PM ET, Tuesday, May 9, 2017 to 1:00 AM ET, Wednesday, May 10, 2017.

From: AAMVA\_NoReply@AAMVA.org Sent: Friday, May 5, 2017 7:08 AM

Nolen, David B (DOA) To:

AAMVA NCS CERT (TEST) Environment Scheduled Maintenance - Tuesday, May 11, Subject:

2017

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 7:08 AM

**To:** DOA DMV IT notices

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 7:09 AM

**To:** Peters, Mina L (DOA)

Subject: AAMVA NCS CERT (TEST) Environment Scheduled Maintenance - Tuesday, May 11,

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 10:05 AM
To: OBrien, Audrey K (DOA)

**Subject:** Wyoming is Currently Unavailable

**Importance:** High

# Jurisdictions:

AAMVA's Operations Department has been notified that Wyoming is currently unable to process queries. The jurisdiction does not have an ETA for resolution at this time.

If you have any questions, please contact the AAMVA Operations Department at 1-888-AAMVA80 option 1 or <a href="mailto:Helpdesk@aamva.org">Helpdesk@aamva.org</a>.

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 10:05 AM

To: Nolen, David B (DOA)

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 10:05 AM
To: Brosnan, Patrick P (DOA)

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**Importance:** High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 10:05 AM

**To:** Peters, Mina L (DOA)

**Subject:** Wyoming is Currently Unavailable

**Importance:** High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 10:06 AM

**To:** DOA DMV IT notices

**Subject:** Wyoming is Currently Unavailable

**Importance:** High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 10:06 AM

**To:** DOA DMV Managers

**Subject:** Wyoming is Currently Unavailable

**Importance:** High

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From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 11:33 AM
To: OBrien, Audrey K (DOA)
Subject: Wyoming is Available

# Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 11:33 AM
To: Brosnan, Patrick P (DOA)
Subject: Wyoming is Available

# Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 11:33 AM

To: Nolen, David B (DOA)
Subject: Wyoming is Available

# Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 11:34 AM

To: Peters, Mina L (DOA)
Subject: Wyoming is Available

# Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 11:34 AM

To: DOA DMV IT notices

Subject: Wyoming is Available

# Jurisdictions:

From: AAMVA\_NoReply@AAMVA.org
Sent: Friday, May 5, 2017 11:34 AM

To: DOA DMV Managers
Subject: Wyoming is Available

# Jurisdictions:

From:communications@aamva.orgSent:Friday, May 5, 2017 11:45 AMTo:Brosnan, Patrick P (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

# United States Congress Passes \$1.07 Trillion Fiscal 2017 Omnibus Spending Measure

The United States Congress has passed a \$1.07 trillion fiscal year 2017 omnibus spending package (HR 244) that will continue to fund the federal government through September 30, 2017. AAMVA has performed an initial <u>analysis</u> of the omnibus legislation and provides the following highlights by division of the bill:

Division K – Transportation, Housing and Urban Development, and Related Agencies Appropriations Act

- Provides \$57.651 billion in discretionary spending for all agencies under this division.
- This represents an increase above FY 2016 levels and more than \$5.5 billion below the President's budget request.
- Provides \$500 million, equal to the FY 2016 enacted level, for TIGER, or National Infrastructure Investment, grants.
- Provides \$43.27 billion for the Federal-aid Highways Program
   consistent with levels included in the FAST Act.
- Includes provisions that allow old, unused earmarks to be repurposed for transportation projects that can be built today.
- Provides \$644 million for the Federal Motor Carrier Safety Administration (FMCSA).
- Includes \$367 million for Motor Carrier Safety Grants.
- \$292 million of which is available for Motor Carrier Safety Assistance Program grants.
- \$31 million of which is available for the Commercial Driver's License Program Implementation Program.

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#### **Government Affairs Questions**

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## Division B – Commerce, Justice, Science Appropriations Bill

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

Massing File B (DOA)

**To:** Messing, Erin P (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM
To: Leonardo, Debra L (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM
To: Tham, Nichole M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** Arnold, Dana L (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM
To: Whiteside, Lauren M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



# American Association of Motor Vehicle Administrators

# United States Congress Passes \$1.07 Trillion Fiscal 2017 Omnibus Spending Measure

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Division K – Transportation, Housing and Urban Development, and Related Agencies Appropriations Act

- Provides \$57.651 billion in discretionary spending for all agencies under this division.
- This represents an increase above FY 2016 levels and more than \$5.5 billion below the President's budget request.
- Provides \$500 million, equal to the FY 2016 enacted level, for TIGER, or National Infrastructure Investment, grants.
- Provides \$43.27 billion for the Federal-aid Highways Program
   consistent with levels included in the FAST Act.
- Includes provisions that allow old, unused earmarks to be repurposed for transportation projects that can be built today.
- Provides \$644 million for the Federal Motor Carrier Safety Administration (FMCSA).
- Includes \$367 million for Motor Carrier Safety Grants.
- \$292 million of which is available for Motor Carrier Safety Assistance Program grants.
- \$31 million of which is available for the Commercial Driver's License Program Implementation Program.

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#### **Government Affairs Questions**

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- \$277 million included for National Priority Safety Programs (Section 405).
- Not to exceed \$500,000 of which can be used for technical assistance to the States for Impaired Driving Countermeasures.
- \$29 million for High Visibility Enforcement Program.

## Division B – Commerce, Justice, Science Appropriations Bill

- Provides \$56.5 billion for all agencies covered under this division.
- This represents \$833 million above FY 2016 levels and \$434 million below the President's FY 2017 budget request.
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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From:communications@aamva.orgSent:Friday, May 5, 2017 11:45 AMTo:Hinckle, Analisa T (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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4401 Wilson Boulevard, Suite 700, Arlington, VA 22203

From:communications@aamva.orgSent:Friday, May 5, 2017 11:45 AMTo:Greenshields, Coleen M (DOA)Subject:AAMVA Legislative & Regulatory Alert



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From: communications@aamva.org

Sent: Friday, May 5, 2017 11:45 AM

To: Hord, Barbara A (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** DOA DMV Managers

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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From:communications@aamva.orgSent:Friday, May 5, 2017 11:45 AMTo:Chapman, Jason A (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM
To: OBrien, Audrey K (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** Nolen, David B (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** Torsen, Janice (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



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From:communications@aamva.orgSent:Friday, May 5, 2017 11:45 AMTo:Whipple, Jason P (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

# United States Congress Passes \$1.07 Trillion Fiscal 2017 Omnibus Spending Measure

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** Peters, Mina L (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** DOA DMV Managers

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM
To: Tham, Nichole M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:45 AM

**To:** Smith, Katie N (DOA)

Z5tA5exQ~~

**Subject:** AAMVA Legislative & Regulatory Alert

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From:communications@aamva.orgSent:Friday, May 5, 2017 11:46 AMTo:Thompson, Marla R (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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2

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:46 AM
To: Valentine, Abbey B N (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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#### **Previous Alerts**

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- Includes \$5.2 million for the National Driver Register.
- Includes \$585 million for Highway Traffic Safety Grants.
- \$252 million included for Highway Safety Programs (Section 402).
- \$277 million included for National Priority Safety Programs (Section 405).
- Not to exceed \$500,000 of which can be used for technical assistance to the States for Impaired Driving Countermeasures.
- \$29 million for High Visibility Enforcement Program.

### Division B – Commerce, Justice, Science Appropriations Bill

- Provides \$56.5 billion for all agencies covered under this division.
- This represents \$833 million above FY 2016 levels and \$434 million below the President's FY 2017 budget request.
- Provides \$2.4 billion for DOJ State and Local Law Enforcement activities to include:
- \$403 million for Byrne Justice Assistance Grants.
- Directs DOJ to require all applicants for Byrne-JAG, COPS, and State Criminal Alien Assistance Program grants to certify that they are in compliance with all applicable federal laws, including immigration laws.

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2

 Section 143 which precludes the use of funding for mandating global positioning system tracking in private passenger motor vehicles without providing full and appropriate consideration of privacy concerns as cited.













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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:46 AM
To: Johnson, Amy J (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



American Association of Motor Vehicle Administrators

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The United States Congress has passed a \$1.07 trillion fiscal year 2017 omnibus spending package (HR 244) that will continue to fund the federal government through September 30, 2017. AAMVA has performed an initial <u>analysis</u> of the omnibus legislation and provides the following highlights by division of the bill:

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From: communications@aamva.org
Sent: Friday, May 5, 2017 11:46 AM
To: Olzenak, Brianna M (DOA)

**Subject:** AAMVA Legislative & Regulatory Alert



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Rao, Naresh < NRao@aamva.org> From: Sent: Friday, May 5, 2017 1:09 PM To: Tham, Nichole M (DOA)

Monday May 8 Conference Call Subject:

Good Afternoon Nichole,

For the call on Monday May 8, will you be setting up a bridge or should we just call your number 907-269-3775? We probably will be calling you from a meeting room.

Thanks and regards,

### Naresh Rao

Sr. Business Analyst | AAMVA | www.aamva.org 703-908-5845 | nrao@aamva.org

From: Tham, Nichole M (DOA)
Sent: Friday, May 5, 2017 1:34 PM

To: 'Rao, Naresh'

**Subject:** RE: Monday May 8 Conference Call

Hi Naresh,

It's just me, so calling my direct line will be fine.

Thanks,

Nichole Tham Driver Services Manager 907-269-3775 voice 907-269-3774 fax



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1



From: RegionalNews@aamva.org

Sent: Friday, May 5, 2017 3:08 PM

To: Tham, Nichole M (DOA)

Subject: Regional News - May 5, 2017

May 5, 2017



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### **REGION IV NEWS**

#### **JUNE**

1 | CD12 Negate Out-of-State Conviction (intermediate)

### **REGISTER ONLINE!**

### **OUR WEBINARS**

#### MAY

8 | How to Accurately Post State Titling Activity Into the NMVTIS Interface

16 | NMVTIS State Web Interface (SWI) - Understanding the Administrative Features

23 | NMVTIS State Web Interface (SWI) - How to Correct Title and Brand Data On the Central Site

30 | NMVTIS State Web Interface (SWI) - Instant Title Verfiication Using the VIN Search Feature

#### **OPEN RFPs**

AAMVA RFP 16-054 PR/Marketing Strategy for AAMVA

(Proposals due May 15, 2017)

AAMVA RFP #16-059: Learning Management System Software as a Service (SaaS) Pilot Project (Proposals due May 19, 2017)

Missouri RFI Electronic Notice of Lien Filing and Lien Release System

(Proposals due May 22, 2017)

AAMVA RFP 16-061 Conference Mobile Application

(Proposals due May 31, 2017)

Nebraska RFP# 5557Z1:
Modernization of the Nebraska
Department of Motor Vehicles, Title,
and Registration (VTR) System
(Proposals due June 16, 2017)

Post your open RFPs/RFIs on AAMVA's Web site at www.aamva.org/open-rfps/.

Open RFP's will be included in AAMVA's Regional News and The Week In Review newsletters to

# Facial Recognition Helps Detectives Nab Another Identity Thief (Arizona)

A Phoenix resident who allegedly used a stolen identity to get a duplicate driver license has been arrested thanks to Arizona Department of Transportation detectives' use of facial recognition training and technology. Read the full article on content.govdelivery.com.

## Tesla Self-Driving Semi Trucks Face a Roadblock in California

Tesla is expected to reveal the first all-electric semi truck in September, and the company is already pushing to make sure it can start testing the vehicle as soon as possible, without a driver on board. Tesla submitted a letter a week ago to Brian Soublet, head general counsel to the California Department of Motor Vehicles, asking the organization to remove the blanket prohibition on autonomous vehicles that weigh more than 10,000 pounds. Read the article in inverse.com.

### Truck Driver Training Bill Passes First Hurdle (California)

Driving a big rig carries big risks and one bill hopes to improve road safety by adding new requirements before a trucker gets behind the wheel. To get a Commercial Drivers License in California, a driver has to pass a written test and a short behind-thewheel driving test, but there is no requirement for behind-the-wheel training. Read the article in ksby.com.

## California Mulls Third Gender for Driver's Licenses, Birth Certificates

California, in all its glorious, leftist vision, may soon offer residents a third option on the portion of state documents that ask for the gender of the writer. There's male. There's female. But in California, there may soon be "intersex." Read the article in Washingtontimes.com.

# State Plans To Ask For Extension To Phase In New REAL ID Cards (Montana)

With lawmakers approving the plan for Montana to issue REAL ID compatible licenses last week, the way is clear for the Department of Justice to ask for a new extension to replace the one which expired last fall. Read the article at ktvh.com.

### Partial Sale of SGI Canada Pitched To 11 Companies

The minister responsible for Saskatchewan Government Insurance says the company's CEO has met with representatives from 11 companies in recent months to talk about a partial sale of the Crown corporation. Joe Hargrave said the government's Bill 40, which allows for up to 49 per cent of a Crown corporation to be sold, sparked the interest. Read the article in cbc.ca.

### **OTHER NEWS**

# Roadway Changes Would Reduce Fatal Crashes, AAA Report Says

New roundabouts, more guardrails and sidewalks, and better crosswalks would sharply reduce deaths and injuries from car crashes around the country, including on Long Island, a new AAA report says. Read the article at newsday.com.

# Uber and Waymo Duel at Key Hearing Over Driverless Car Technology

One of Uber's self-driving cars. The company is involved in a legal dispute over whether it used technology stolen by a top executive who had worked at Google. Read the article in newyorktimes.com.

### DID YOU KNOW?

provide maximum exposure for jurisdictional procurements.

### **On Twitter**

@AAMVAConnection has been watching the twitter feed and decided to highlight some of the tweets here. Links are provided within most of the tweets, and we have also provided a link to each tweet as well. Note that you do not have to have an account or sign in to Twitter to view the message posts, images associated with the post, and the reach of the message (retweets, favorited, etc.).

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NWS Lincoln IL @NWSLincolnIL | View the Tweet



Don't drive into flooded areas. Turn around. Don't Drown. Depth of water & condition of road especially difficult to discern at night. #ilwx



Conversations are up ??, underage drinking is down ??! http://go-faar.org/2oCf4Ve

Iowa DOT? @iowadot | View the Tweet



The agenda for our May 19 Motorcycle Safety Forum in Ames in now online. To register and for more info, go to <a href="https://iowadot.gov/mvd/motorcycle/motorcycle-safety-forum">https://iowadot.gov/mvd/motorcycle/motorcycle-safety-forum</a>...













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From: RegionalNews@aamva.org

Sent: Friday, May 5, 2017 3:08 PM

To: Arnold, Dana L (DOA)

Subject: Regional News - May 5, 2017

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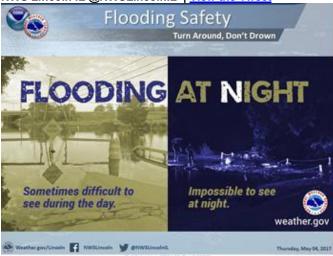
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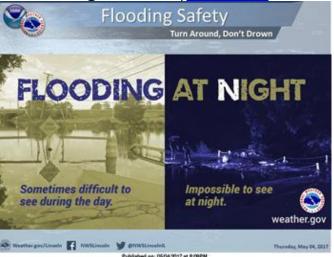
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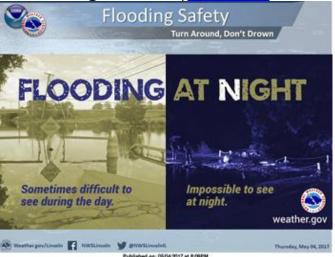
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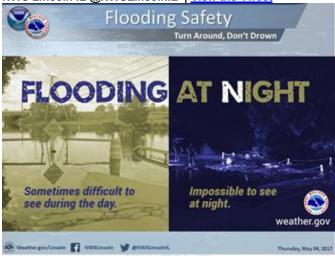
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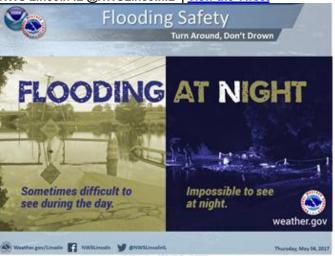
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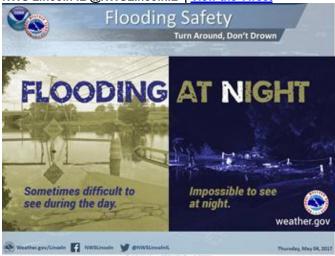
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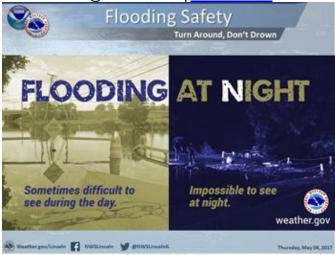
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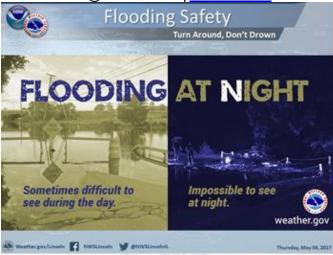
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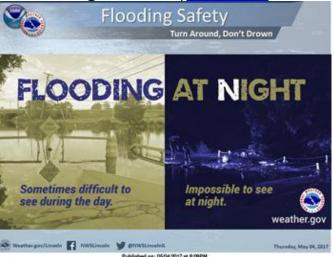
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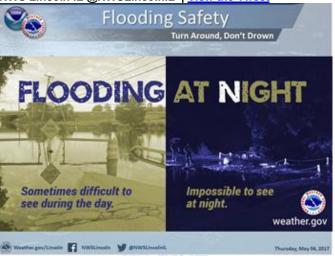
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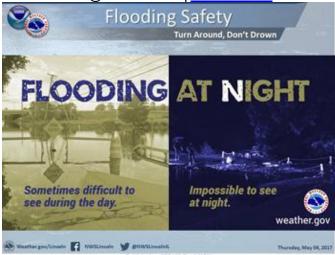
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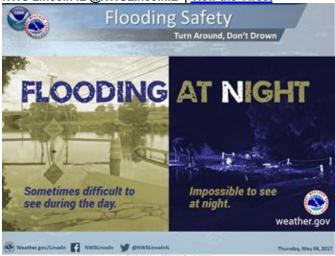
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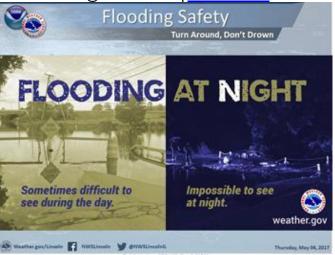
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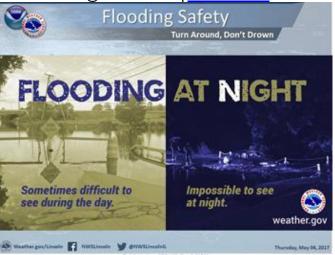
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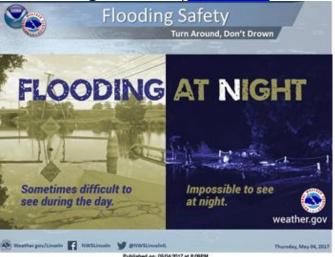
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21-24 | Region IV Annual Conference Seattlle, WA

#### **JUNE**



19-22 Region II Annual Conference Chattanooga, TN

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From:RegionalNews@aamva.orgSent:Friday, May 5, 2017 3:08 PMTo:Valentine, Abbey B N (DOA)Subject:Regional News - May 5, 2017

May 5, 2017



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## AAMVA Legislative Alert: United States Congress Passes \$1.07 Trillion Fiscal 2017 Omnibus Spending Measure

The United States Congress has passed a \$1.07 trillion fiscal year 2017 omnibus spending package (HR 244) that will continue to fund the federal government through September 30, 2017. AAMVA's initial analysis of the omnibus legislation and highlights by division of the bill are available in the <u>AAMVA Legislative Alert</u>.

#### Anne Ferro to Receive Award from AASM

AAMVA President and CEO Anne Ferro has been selected, along with several leaders in the field of sleep medicine, as a recipient of the 2017 American Academy of Sleep Medicine awards, which will be presented Monday, June 5, during the plenary session of SLEEP 2017, the 31st annual meeting of the Associated Professional Sleep Societies LLC (APSS) in Boston. She will receive the Mark O. Hatfield Public Policy or Advocacy Award for developing public policy that positively affects the healthy sleep of all Americans. During her tenure as administrator at FMCSA, Ferro implemented key measures, such as limiting the risk of tired truck drivers behind the wheel and prohibiting commercial drivers from texting or talking on hand-held mobile devices while driving. Read more here.

#### **REGION I NEWS**

## After Years of Resistance, Maine Complies With Federal ID Law

President Donald Trump teased the appearance of outspoken Maine Gov. Paul LePage during an executive order signing Wednesday, offering him a time-tested back-handed compliment. Read the article on normangeestar.net.

## Court Says Police Can Run License Plates Without Suspicion of Wrongdoing (New York)

Police can routinely run license plate checks of motorists even if they have no suspicion that any wrongdoing has been committed, the state's highest court ruled Thursday. In a case involving a 2014 stop of a motorist by a SUNY Buffalo State

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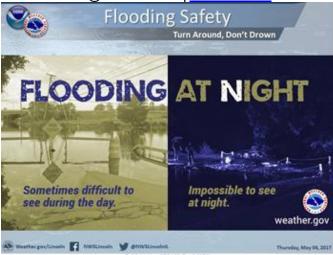
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From: NmvtisReports@aamva.org
Sent: Saturday, May 6, 2017 4:23 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

**Attachments:** DuplicateVinReportDW\_AK\_20170505.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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## Duplicate Vin Report ALASKA (AK) for 5/5/2017

Environment: F

3/0/2017

Page: 1

Duplicate VINs Created By ALASKA
No Duplicates Created on 5/5/2017

Document ID: 0.7.1187.71488-000001

From: NmvtisReports@aamva.org
Sent: Saturday, May 6, 2017 4:27 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

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**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170505.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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#### Daily Suspense Report

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5/5/2017 Daily Suspense Report For AK

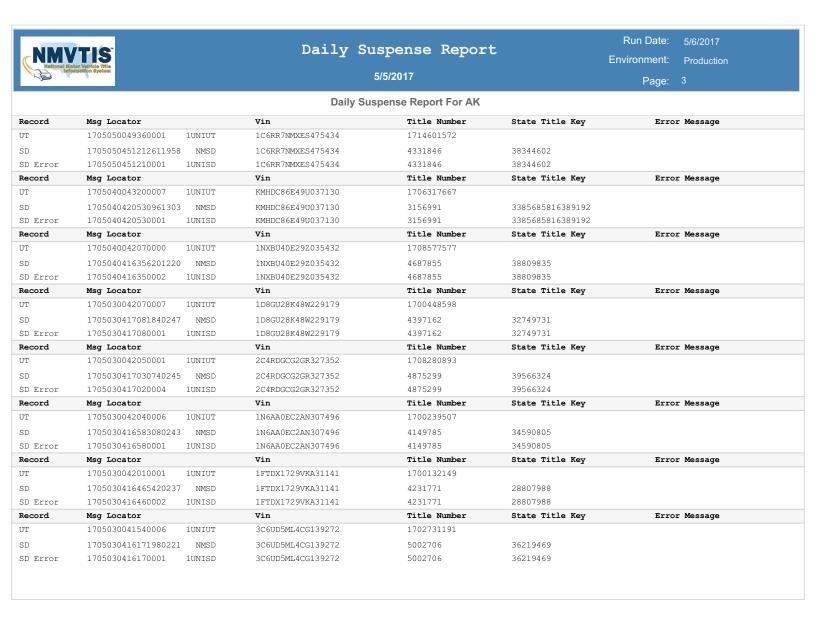
Message Type: UT

Change State Of Title Status: E

S	O.T.	:	WA	

Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051510003 1UNIUT	1HD1FVW164Y631986	1709893377		
SD	1705050459025552221 NMSD	1HD1FVW164Y631986	2732038	2939288913338901	
SD Error	1705050459020002 1UNISD	1HD1FVW164Y631986	2732038	2939288913338901	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051450000 1UNIUT	JTMBFREV8FD150052	1708432140		
SD	1705050458388202209 NMSD	JTMBFREV8FD150052	4721747	39052773	
SD Error	1705050458380005 1UNISD	JTMBFREV8FD150052	4721747	39052773	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051380007 1UNIUT	1J8FF57W77D188611	1713902351		
SD	1705050458224292202 NMSD	1J8FF57W77D188611	4330295	31484015	
SD Error	1705050458220003 1UNISD	1J8FF57W77D188611	4330295	31484015	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051280016 1UNIUT	1FTPX14544NA22078	1701549344		
SD	1705050457455062190 NMSD	1FTPX14544NA22078	5091571	37701864	
SD Error	1705050457450002 1UNISD	1FTPX14544NA22078	5091571	37701864	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051090001 1UNIUT	WD0PD444665918166	1709170375		
SD	1705050456296292145 NMSD	WD0PD444665918166	4450064	31820721	
SD Error	1705050456290005 1UNISD	WD0PD444665918166	4450064	31820721	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051060002 1UNIUT	KNDPB3A29B7094576	1713221029		
SD	1705050456229422142 NMSD	KNDPB3A29B7094576	4695236	38888427	
SD Error	1705050456220006 1UNISD	KNDPB3A29B7094576	4695236	38888427	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050480000 1UNIUT	1J8FF57W68D510642	1707389184		
SD	1705050455107522106 NMSD	1J8FF57W68D510642	4209817	32676594	
SD Error	1705050455100005 1UNISD	1J8FF57W68D510642	4209817	32676594	

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		Daily Sus	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050450011 1UNIUT	JN8HD17Y4PW112451	1708195102		
SD	1705050455063462102 NMSD	JN8HD17Y4PW112451	4543617	28369332	
SD Error	1705050455060003 1UNISD	JN8HD17Y4PW112451	4543617	28369332	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050210000 1UNIUT	2HNYD2H45AH521331	1711687427		
SD	1705050453305462058 NMSD	2HNYD2H45AH521331	3475864	3473423017008182	
SD Error	1705050453300006 1UNISD	2HNYD2H45AH521331	3475864	3473423017008182	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050090003 1UNIUT	4T4BF1FK0DR329531	1700528801		
SD	1705050453006242031 NMSD	4T4BF1FK0DR329531	4882437	39586889	
SD Error	1705050453000004 1UNISD	4T4BF1FK0DR329531	4882437	39586889	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050060002 1UNIUT	3B7KF23DXVM534936	1708193807		
SD	1705050452564982026 NMSD	3B7KF23DXVM534936	2291332	222990178944206	
SD Error	1705050452560002 1UNISD	3B7KF23DXVM534936	2291332	222990178944206	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050040005 1UNIUT	2T3RFREVXGW464322	1700241410		
SD	1705050452492642023 NMSD	2T3RFREVXGW464322	4875423	39481009	
SD Error	1705050452490002 1UNISD	2T3RFREVXGW464322	4875423	39481009	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049570002 1UNIUT	1FTWW31RX9EA40125	1709768604		
SD	1705050452256692009 NMSD	1FTWW31RX9EA40125	3203567	34084953	
SD Error	1705050452250005 1UNISD	1FTWW31RX9EA40125	3203567	34084953	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049430004 1UNIUT	2T3RFREV0GW469481	1707084614		
SD	1705050451451531979 NMSD	2T3RFREV0GW469481	4875549	39510624	
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Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049420006 1UNIUT	1FTJW36F4VEB17803	1702689867		
SD	1705050451413871975 NMSD	1FTJW36F4VEB17803	3057960	226837869208335	
SD Error	1705050451410003 1UNISD	1FTJW36F4VEB17803	3057960	226837869208335	



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JT	1705030041360002 1UNIUT	1FTDR15X5RPB24109	1713736110		
SD	1705030415229930195 NMSD	1FTDR15X5RPB24109	2723566	203645337582297	
SD Error	1705030415220007 1UNISD	1FTDR15X5RPB24109	2723566	203645337582297	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041310008 1UNIUT	2В3КА53Н66Н197427	1701934768		
SD	1705030415080870189 NMSD	2B3KA53H66H197427	4910477	32975079	
SD Error	1705030415070006 1UNISD	2B3KA53H66H197427	4910477	32975079	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041040001 1UNIUT	3C4PDCBG4FT682102	1712836581		
SD	1705030413525060162 NMSD	3C4PDCBG4FT682102	4677874	38808692	
SD Error	1705030413520001 1UNISD	3C4PDCBG4FT682102	4677874	38808692	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040550008 1UNIUT	JTEBU4BF6DK153865	1710493702		
SD	1705030413308180153 NMSD	JTEBU4BF6DK153865	4120704	36907373	
SD Error	1705030413300005 1UNISD	JTEBU4BF6DK153865	4120704	36907373	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040330001 1UNIUT	4S4WX82C064419619	1705290992		
SD	1705030412119880130 NMSD	4S4WX82C064419619	3653338	35217855	
SD Error	1705030412110008 1UNISD	4S4WX82C064419619	3653338	35217855	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040220000 1UNIUT	JF1GE60619H514547	1708142261		
SD	1705030411416750115 NMSD	JF1GE60619H514547	3653342	35230922	
SD Error	1705030411410003 1UNISD	JF1GE60619H514547	3653342	35230922	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040210006 1UNIUT	JTEES41A992146828	1706463377		
SD	1705030411396430113 NMSD	JTEES41A992146828	5006535	34115183	
SD Error	1705030411390004 1UNISD	JTEES41A992146828	5006535	34115183	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040050001 1UNIUT	1NKDLP9X5CJ326097	1713287403		
SD	1705030410548450063 NMSD	1NKDLP9X5CJ326097	3975670	35873891	
SD Error	1705030410540006 1UNISD	1NKDLP9X5CJ326097	3975670	35873891	

B. In	ermonchy system			5/5/2017		Page: 5
			Daily Sus	pense Report For AK		
Record	Msg Locator		Vin	Title Number	State Title Key	Error Message
UT	1705030040030002 1	LUNIUT	1D4HB48N96F106654	1713861423		
SD	1705030410517200059	NMSD	1D4HB48N96F106654	4484480	38368394	
SD Error	1705030410510005 1	LUNISD	1D4HB48N96F106654	4484480	38368394	
Record	Msg Locator		Vin	Title Number	State Title Key	Error Message
JT	1705030039550003 1	LUNIUT	3C63R3NL3EG242881	1707083466		
SD	1705030410269850041	NMSD	3C63R3NL3EG242881	4762978	39109798	
SD Error	1705030410260007 1	LUNISD	3C63R3NL3EG242881	4762978	39109798	
Record	Msg Locator		Vin	Title Number	State Title Key	Error Message
UT	1705030039460003 1	LUNIUT	1FDXE4FS5EDA48072	1708280602		
SD	1705030409525780021	NMSD	1FDXE4FS5EDA48072	5046023	37864774	
SD Error	1705030409520004 1	LUNISD	1FDXE4FS5EDA48072	5046023	37864774	
Record	Msg Locator		Vin	Title Number	State Title Key	Error Message
UT	1705030039420007 1	LUNIUT	1C4PJMCB4GW289021	1701432794		
SD	1705030409319520010	NMSD	1C4PJMCB4GW289021	4666684	39499103	
SD Error	1705030409310005 1	LUNISD	1C4PJMCB4GW289021	4666684	39499103	
Record	Msg Locator		Vin	Title Number	State Title Key	Error Message
UT	1705030039360006 1	LUNIUT	2C4RDGCG8GR327288	1700522726		
SD	1705030409154990002	NMSD	2C4RDGCG8GR327288	4896252	39593948	
SD Error	1705030409150002 1	LUNISD	2C4RDGCG8GR327288	4896252	39593948	
	AK Number of N	lew Suspen	ded "E" Transactions with	h WA:	16	
	AK Number	of Suspen	ded "E" Transactions with	n WA:	36	
	AK Num	mber of Ne	w Suspended "E" Transact	ions:	16	
	AF	Number o	of Suspended "E" Transact	ions:	36	
	AK Num	mber of Ne	w Suspended "UT" Transac	tions	16	
	AK	Number of	Suspended "UT" Transact	ions:	36	
	AK Total	Number o	of New Suspended Transact	ions:	16	
	AK I	otal Numb	per of Suspended Transact	ions:	36	

From: Christine Nizer <cnizer@mdot.state.md.us>

**Sent:** Saturday, May 6, 2017 4:32 AM

**To:** Taber-Lowry, Cindy; Mr. Scott Vien; Ms. Karen Ballard, Public Service Manager; Ms.

Kristina Boardman; Major Ken K. Brown; Carlson, Nancy; Mr. Richard Alan Carter; Mr. Jay Chilton; Ms. Cindy Francke, Tech Records Specialist; Rick Holcomb; Mr. Glenn Jackson, Director, Drivers License Division; Stephen Leak; Ms. Helen Martin, Sr Supervisor, Driver Services; Tom Osterbind; Jane Schrank; Tonie Shields; Thompson, Marla R (DOA); Ms. Kathy Van Brocklin; Dsa, Pamela; Ferro, Anne; Grossman, Ian; Guiot, Philippe; Jordaan, Loffie; Peraino, Joe; Prakash, Srividhya; Regmi, Ashish; Wasylina, Lynn

**Subject:** RE: Draft Priority Project Poll

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Thanks Chrissy

Christine Nizer | Administrator | Maryland Department of Transportation Motor Vehicle Administration | 6601 Ritchie Highway, Suite 200, Glen Burnie, MD 21062 | 410-787-7830 | 410-768-7506 | Cnizer@mdot.state.md.us | "The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."



Anywhere, Anytime, MVA Online!

From: Taber-Lowry, Cindy [mailto:CTaber-Lowry@aamva.org]

Sent: Thursday, May 04, 2017 3:16 PM

To: Christine Nizer <cnizer@mdot.state.md.us>; Mr. Scott Vien <scott.vien@state.de.us>; Ms. Karen Ballard, Public Service Manager <karen.ballard@iowadot.us>; Ms. Kristina Boardman <kristina.boardman@dot.wi.gov>; Major Ken K. Brown <kbrown@dps.ms.gov>; Carlson, Nancy <ncarlson@clerussolutions.com>; Mr. Richard Alan Carter <rcarter@clerussolutions.com>; Mr. Jay Chilton <jchilton@azdot.gov>; Ms. Cindy Francke, Tech Records Specialist <cindy.francke@itd.idaho.gov>; Rick Holcomb <richard.holcomb@dmv.virginia.gov>; Mr. Glenn Jackson, Director, Drivers License Division <gjackson@nd.gov>; Stephen Leak <sleak@bmv.in.gov>; Ms. Helen Martin, Sr Supervisor, Driver Services <helen.martin@wyo.gov>; Tom Osterbind <tosterbind@clerussolutions.com>; Jane Schrank <jane.schrank@state.sd.us>; Tonie Shields <tonie.shields@dfa.arkansas.gov>; Ms. Marla Thompson <marla.thompson@alaska.gov>; Ms. Kathy Van Brocklin <kathy.vanbrocklin@nebraska.gov>; Dsa, Pamela <pd><pd><pd><pd><pd><pd><pd><pg-</p></pr>
<PGuiot@aamva.org>; Ferro, Anne <a href="AFerro@aamva.org>">AFerro@aamva.org>">AFerro@aamva.org></a>; Peraino, Joe <JPeraino@aamva.org>; Prakash, Srividhya <SPrakash@aamva.org>; Regmi, Ashish <a href="ARegmi@aamva.org>">Ashish <a href="ARegmi@aamva.org>">Ashish <a href="ARegmi@aamva.org>">Ashish <a href="ARegmi@aamva.org>">Assylina, Lynn <a href="LWasylina@aamva.org>">LWasylina@aamva.org></a>; Prakash, Srividhya <a href="Aregmi@aamva.org>">Ashish <a href="ARegmi@aamva.org>">Ashish <a href="ARegmi@aamva.org>">Ashish <a href="ARegmi@aamva.org>">Asylina, Lynn <a href="LWasylina@aamva.org>">LWasylina@aamva.org></a>; Prakash@aamva.org>

Subject: Draft Priority Project Poll

Importance: High

1

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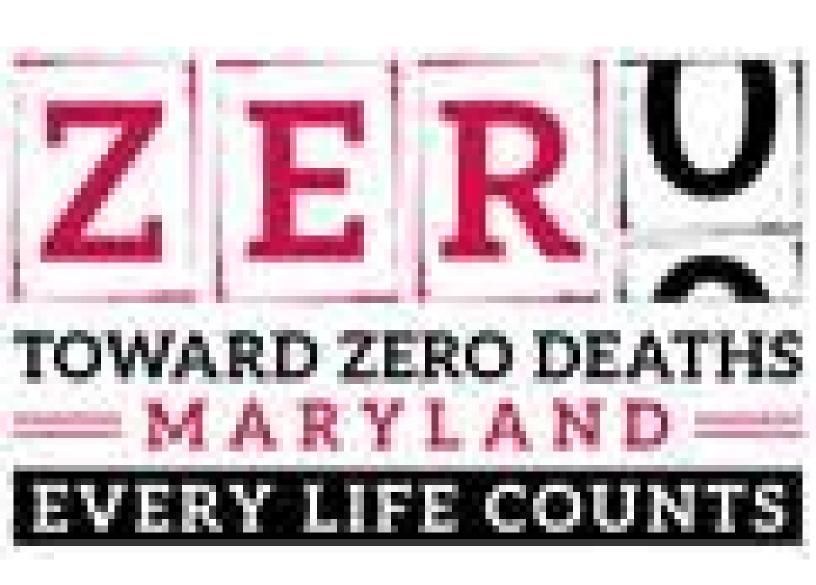
If you have any questions, comments or concerns please do not hesitate to contact me. Thank you.

Cindy Taber-Lowry
Lead Business Analyst
AAMVA I <a href="mailto:ctaber-lowry@aamva.org">ctaber-lowry@aamva.org</a> I T: 703.887.9002
4401 Wilson Blvd, Ste. 700, Arlington, VA. 22203 I <a href="https://www.aamva.org">www.aamva.org</a>
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From: Christine Nizer <cnizer@mdot.state.md.us>

**Sent:** Saturday, May 6, 2017 4:32 AM

**To:** Taber-Lowry, Cindy; Mr. Scott Vien; Ms. Karen Ballard, Public Service Manager; Ms.

Kristina Boardman; Major Ken K. Brown; Carlson, Nancy; Mr. Richard Alan Carter; Mr. Jay Chilton; Ms. Cindy Francke, Tech Records Specialist; Rick Holcomb; Mr. Glenn Jackson, Director, Drivers License Division; Stephen Leak; Ms. Helen Martin, Sr Supervisor, Driver Services; Tom Osterbind; Jane Schrank; Tonie Shields; Thompson, Marla R (DOA); Ms. Kathy Van Brocklin; Dsa, Pamela; Ferro, Anne; Grossman, Ian; Guiot, Philippe; Jordaan, Loffie; Peraino, Joe; Prakash, Srividhya; Regmi, Ashish; Wasylina, Lynn

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Sent: Thursday, May 04, 2017 3:16 PM

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Subject: Draft Priority Project Poll

Importance: High

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Lead Business Analyst
AAMVA I <a href="mailto:ctaber-lowry@aamva.org">ctaber-lowry@aamva.org</a> I T: 703.887.9002
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From: Jordaan, Loffie <LJordaan@aamva.org>
Sent: Saturday, May 6, 2017 5:55 AM

To: Chrissy Nizer; Taber-Lowry, Cindy; Mr. Scott Vien; Ms. Karen Ballard, Public Service

Manager; Ms. Kristina Boardman; Major Ken K. Brown; Carlson, Nancy; Mr. Richard Alan Carter; Mr. Jay Chilton; Ms. Cindy Francke, Tech Records Specialist; Rick Holcomb; Mr. Glenn Jackson, Director, Drivers License Division; Stephen Leak; Ms. Helen Martin, Sr Supervisor, Driver Services; Tom Osterbind; Jane Schrank; Tonie Shields; Thompson, Marla R (DOA); Ms. Kathy Van Brocklin; Dsa, Pamela; Ferro, Anne; Grossman, Ian; Guiot,

Philippe; Peraino, Joe; Prakash, Srividhya; Regmi, Ashish; Wasylina, Lynn

**Subject:** RE: Draft Priority Project Poll

#### Chrissy,

Good question. There is a difference in audience, in content, and in delivery method. This can be explained as shown below. Since 4.2.6 also involves potential duplicates I have included that project in the table too.

	4.2.2	4.2.5	4.2.6
Audience	Individuals responsible for resolving potential duplicate cases	Managers responsible for tracking progress of duplicate resolution	Individuals responsible for resolving potential duplicate cases
Content	Detail information about all potential duplicate pairs	Statistical information about potential duplicates	Detail information about individual potential duplicate pairs
	Duplicates created during go- live (a report for duplicates created after go-live already exists)	All duplicates, regardless of whether they were created during or after go-live	All duplicates, regardless of whether they were created during or after go-live
Delivery method	File (in this case likely an Excel file, but a PDF file could also be an option)	Web page within the WebUI	Web page within the WebUI
Summary	Generates a file with detail information on all unresolved potential duplicate pairs created during go-live	Web page inside the WebUI that provides managers with numbers on how the state is progressing on resolving potential duplicates	Web page within the WebUI that helps states share information about specific potential duplicates

I hope this helps. Please let us know if we can provide any further explanation.

#### Thanks,

#### **Loffie Jordaan**

Senior Project Manager American Association of Motor Vehicle Administrators 4401 Wilson Blvd, Suite 700 Arlington, VA 22203 919-789-1110 www.aamva.org

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From: Chrissy Nizer

Sent: Saturday, May 06, 2017 08:32

To: Taber-Lowry, Cindy <CTaber-Lowry@aamva.org>; Mr. Scott Vien <scott.vien@state.de.us>; Ms. Karen Ballard, Public Service Manager <karen.ballard@iowadot.us>; Ms. Kristina Boardman <kristina.boardman@dot.wi.gov>; Major Ken K. Brown <kbrown@dps.ms.gov>; Carlson, Nancy <ncarlson@clerussolutions.com>; Mr. Richard Alan Carter <rcarter@clerussolutions.com>; Mr. Jay Chilton <jchilton@azdot.gov>; Ms. Cindy Francke, Tech Records Specialist <cindy.francke@itd.idaho.gov>; Rick Holcomb <richard.holcomb@dmv.virginia.gov>; Mr. Glenn Jackson, Director, Drivers License Division <gjackson@nd.gov>; Stephen Leak <sleak@bmv.in.gov>; Ms. Helen Martin, Sr Supervisor, Driver Services <helen.martin@wyo.gov>; Tom Osterbind <tosterbind@clerussolutions.com>; Jane Schrank <jane.schrank@state.sd.us>; Tonie Shields <tonie.shields@dfa.arkansas.gov>; Ms. Marla Thompson <marla.thompson@alaska.gov>; Ms. Kathy Van Brocklin <kathy.vanbrocklin@nebraska.gov>; Dsa, Pamela <pd>>pdsa@aamva.org>; Ferro, Anne <AFerro@aamva.org>; Grossman, lan <lGrossman@aamva.org>; Guiot, Philippe <PGuiot@aamva.org>; Jordaan, Loffie <LJordaan@aamva.org>; Peraino, Joe <JPeraino@aamva.org>; Prakash, Srividhya <SPrakash@aamva.org>; Regmi, Ashish <ARegmi@aamva.org>; Wasylina, Lynn <LWasylina@aamva.org> Subject: RE: Draft Priority Project Poll

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Christine Nizer | Administrator | Maryland Department of Transportation Motor Vehicle Administration | 6601 Ritchie Highway, Suite 200, Glen Burnie, MD 21062 | 2 410-787-7830 | 410-768-7506 | cnizer@mdot.state.md.us | "The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."



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**Sent:** Thursday, May 04, 2017 3:16 PM

**To:** Christine Nizer <<u>cnizer@mdot.state.md.us</u>>; Mr. Scott Vien <<u>scott.vien@state.de.us</u>>; Ms. Karen Ballard, Public Service Manager <<u>karen.ballard@iowadot.us</u>>; Ms. Kristina Boardman <<u>kristina.boardman@dot.wi.gov</u>>; Major Ken K. Brown <<u>kbrown@dps.ms.gov</u>>; Carlson, Nancy <<u>ncarlson@clerussolutions.com</u>>; Mr. Richard Alan Carter <<u>rcarter@clerussolutions.com</u>>; Mr. Jay Chilton <<u>ichilton@azdot.gov</u>>; Ms. Cindy Francke, Tech Records Specialist <<u>cindy.francke@itd.idaho.gov</u>>; Rick Holcomb <<u>richard.holcomb@dmv.virginia.gov</u>>; Mr. Glenn Jackson, Director, Drivers License Division <<u>gjackson@nd.gov</u>>; Stephen Leak <<u>sleak@bmv.in.gov</u>>; Ms. Helen Martin, Sr Supervisor, Driver

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Subject: Draft Priority Project Poll

Importance: High

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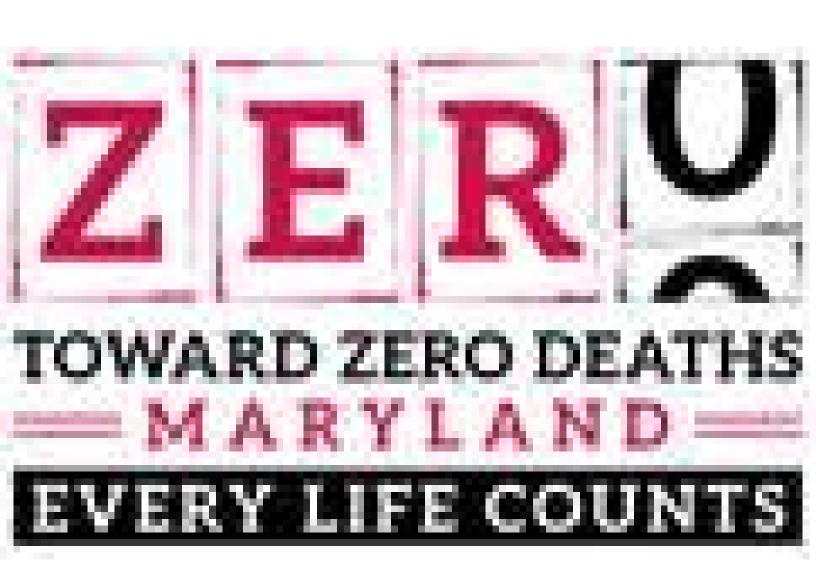
If you have any questions, comments or concerns please do not hesitate to contact me. Thank you.

Cindy Taber-Lowry
Lead Business Analyst
AAMVA I <a href="mailto:ctaber-lowry@aamva.org">ctaber-lowry@aamva.org</a> I T: 703.887.9002
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From: AAMVA Help Desk <helpdesk@aamva.org>

Sent: Saturday, May 6, 2017 7:33 AM

**To:** Nolen, David B (DOA)

**Subject:** FW: SuspenseReport - AK ISSUE=163520 PROJ=11

**Attachments:** image001\_20170504142152\_58660.png; SuspenseReport\_AK\_20170503\_

20170504142152\_60686.pdf

When replying, type your text above this line.

#### **Notification of Ticket Change**

Your request has been completed and the request is now closed.

If you have any questions or concerns, please contact the AAMVA Operations Department by replying to this email,

or by calling 1-888-226-8280 option 1.

Thank you for contacting the AAMVA Operations Help Desk.

**Ticket:** FW: SuspenseReport - AK

Ticket Number: 163520

**Status:** Closed **Date:** 05/06/2017 **Time:** 11:32:33 **Creation Date:**05/04/2017

Creation Time:14:21:54 Created By: david.nolen@alaska.gov

#### Comment:

Your request has been completed,

Regards

Maria Grimes | Senior Operations Analyst | AAMVA | 4401 Wilson Blvd, Ste 700, Arlington Va. 22203 | mgrimes@aamva.org or Helpdesk@aamva.org | 703-908-2824 Helpdesk: 888-226-8280 Opt.1 | www.aamva.org

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Current Assignees: Ops Help Desk, Maria Grimes

CC(s):

#### **Ticket Information:**

Type:RequestSubtype:Data IssueCategory:ApplicationSubcategory:NMVTIS

Component: NMVTIS CF Subcomponent: State Support

**SubTask:** Add/Modify/Delete Titles

Ticket last edited by Maria Grimes

# My DINV Faster, friendlier, more accessible.



#### Daily Suspense Report

5/3/2017

Page: 1

#### Daily Suspense Report For AK

Message Type: UT

Change State Of Title Status: E

SOT	:WA	
-----	-----	--

Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042070007 1UNIUT	1D8GU28K48W229179	1700448598		
SD	1705030417081840247 NMSD	1D8GU28K48W229179	4397162	32749731	
SD Error	1705030417080001 1UNISD	1D8GU28K48W229179	4397162	32749731	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042050001 1UNIUT	2C4RDGCG2GR327352	1708280893		
SD	1705030417030740245 NMSD	2C4RDGCG2GR327352	4875299	39566324	
SD Error	1705030417020004 1UNISD	2C4RDGCG2GR327352	4875299	39566324	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042040006 1UNIUT	1N6AA0EC2AN307496	1700239507		
SD	1705030416583080243 NMSD	1N6AA0EC2AN307496	4149785	34590805	
SD Error	1705030416580001 1UNISD	1N6AA0EC2AN307496	4149785	34590805	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030042010001 1UNIUT	1FTDX1729VKA31141	1700132149		
SD	1705030416465420237 NMSD	1FTDX1729VKA31141	4231771	28807988	
SD Error	1705030416460002 1UNISD	1FTDX1729VKA31141	4231771	28807988	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041540006 1UNIUT	3C6UD5ML4CG139272	1702731191		
SD	1705030416171980221 NMSD	3C6UD5ML4CG139272	5002706	36219469	
SD Error	1705030416170001 1UNISD	3C6UD5ML4CG139272	5002706	36219469	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041360002 1UNIUT	1FTDR15X5RPB24109	1713736110		
SD	1705030415229930195 NMSD	1FTDR15X5RPB24109	2723566	203645337582297	
SD Error	1705030415220007 1UNISD	1FTDR15X5RPB24109	2723566	203645337582297	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041310008 1UNIUT	2B3KA53H66H197427	1701934768		
SD	1705030415080870189 NMSD	2B3KA53H66H197427	4910477	32975079	
SD Error	1705030415070006 1UNISD	2B3KA53H66H197427	4910477	32975079	

NMV Refront Ho	TIS  medical type and the second seco	Daily Su	spense Repor	t	Run Date: 5/4/2017  Environment: Production  Page: 2
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030041040001 1UNIUT	3C4PDCBG4FT682102	1712836581		
SD	1705030413525060162 NMSD	3C4PDCBG4FT682102	4677874	38808692	
SD Error	1705030413520001 1UNISD	3C4PDCBG4FT682102	4677874	38808692	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040550008 1UNIUT	JTEBU4BF6DK153865	1710493702		
SD	1705030413308180153 NMSD	JTEBU4BF6DK153865	4120704	36907373	
SD Error	1705030413300005 1UNISD	JTEBU4BF6DK153865	4120704	36907373	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040330001 1UNIUT	4S4WX82C064419619	1705290992		
SD	1705030412119880130 NMSD	4S4WX82C064419619	3653338	35217855	
SD Error	1705030412110008 1UNISD	4S4WX82C064419619	3653338	35217855	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040220000 1UNIUT	JF1GE60619H514547	1708142261		
SD	1705030411416750115 NMSD	JF1GE60619H514547	3653342	35230922	
SD Error	1705030411410003 1UNISD	JF1GE60619H514547	3653342	35230922	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040210006 1UNIUT	JTEES41A992146828	1706463377		
SD	1705030411396430113 NMSD	JTEES41A992146828	5006535	34115183	
SD Error	1705030411390004 1UNISD	JTEES41A992146828	5006535	34115183	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040050001 1UNIUT	1NKDLP9X5CJ326097	1713287403		
SD	1705030410548450063 NMSD	1NKDLP9X5CJ326097	3975670	35873891	
SD Error	1705030410540006 1UNISD	1NKDLP9X5CJ326097	3975670	35873891	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030040030002 1UNIUT	1D4HB48N96F106654	1713861423		
SD	1705030410517200059 NMSD	1D4HB48N96F106654	4484480	38368394	
SD Error	1705030410510005 1UNISD	1D4HB48N96F106654	4484480	38368394	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039550003 1UNIUT	3C63R3NL3EG242881	1707083466		
SD	1705030410269850041 NMSD	3C63R3NL3EG242881	4762978	39109798	
SD Error	1705030410260007 1UNISD	3C63R3NL3EG242881	4762978	39109798	

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Ini	oter Valificio Titlo ermation System			E	nvironment: Production
~P	3		5/3/2017		Page: 3
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039460003 1UNIUT	1FDXE4FS5EDA48072	1708280602		
SD	1705030409525780021 NMSD	1FDXE4FS5EDA48072	5046023	37864774	
SD Error	1705030409520004 1UNISD	1FDXE4FS5EDA48072	5046023	37864774	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039420007 1UNIUT	1C4PJMCB4GW289021	1701432794		
SD	1705030409319520010 NMSD	1C4PJMCB4GW289021	4666684	39499103	
SD Error	1705030409310005 1UNISD	1C4PJMCB4GW289021	4666684	39499103	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705030039360006 1UNIUT	2C4RDGCG8GR327288	1700522726		
SD	1705030409154990002 NMSD	2C4RDGCG8GR327288	4896252	39593948	
SD Error	1705030409150002 1UNISD	2C4RDGCG8GR327288	4896252	39593948	
	AK Number of New Sus	pended "E" Transactions wit	th WA:	18	
	AK Number of Sus	pended "E" Transactions wit	th WA:	18	
	AK Number of	New Suspended "E" Transact	tions:	18	
	AK Numbe	r of Suspended "E" Transact	tions:	18	
		r of Suspended "E" Transact		18 18	
	AK Number of	-	ctions		
	AK Number of	New Suspended "UT" Transac	ctions	18	

From: NmvtisReports@aamva.org
Sent: Sunday, May 7, 2017 8:01 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** DuplicateVinReport - AK

Attachments: DuplicateVinReportDW\_AK\_20170506.pdf

The attached report contains information about the duplicate VINs created by your jurisdiction.

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## Duplicate Vin Report ALASKA (AK) for 5/6/2017

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### Duplicate VINs Created By ALASKA

Addition to Existing Duplicates

Transaction Source : Batch and Online Updates

Duplicate	VTN.	1438	(Number	Ωf	Duplicate	Titles:4)

	Vin	SOT	Title Number	Make/Year	Issue Date	Trans Date	Transaction Type
Current	1438	ALASKA	5102010	MONA/1976	5/6/2017	5/6/2017	Interactive Change Title
History #1	1438	ALASKA	5082624	MONA/1976	5/6/2017	5/6/2017	Interactive Change Title
History #2	1438	ALASKA	4656443	MONA/1976	7/2/2015	7/2/2015	Interactive Change Title
History #3	1438	ALASKA	4356901	MONA/1976	5/23/2014	5/23/2014	Interactive Change Title
History #4	1438	ALASKA	3366564	MONA/1976	4/2/2010	10/17/2010	Batch Add of Title
Current	1438	FLORIDA	111048180	CADI/1949	2/18/2013	2/18/2013	Interactive CSOT
History #1	1438	ALASKA	3075356	SAA /1969	12/15/2008	10/17/2010	Batch Add of Title
Current	1438	MINNESOTA	C2820S362	DELT/1967	10/8/2004	5/9/2010	Batch Add of Title
Current	1438	NORTH CAROLINA	776030072182066	DURA/1930	8/10/2007	12/12/2007	Batch Add of Title
History #1	1438	NORTH CAROLINA	773999052917089	DURA/1930	10/27/2005	8/20/2006	Batch Add of Title

Number Of Addition to Existing Duplicates Created 1

Total Number Of Duplicate VINs created:

From: NmvtisReports@aamva.org
Sent: Sunday, May 7, 2017 8:05 AM

To: Nolen, David B (DOA); jonathan.oquinn@alaska.gov; DOA DMV NMVTIS Helpdesk (DOA

sponsored); jlandrum@aamva.org

**Subject:** SuspenseReport - AK

**Attachments:** SuspenseReport\_AK\_20170506.pdf

The attached report contains transaction information for the Titles that are in 'Suspense' status.

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# Daily Suspense Report

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5/6/2017 Daily Suspense Report For AK

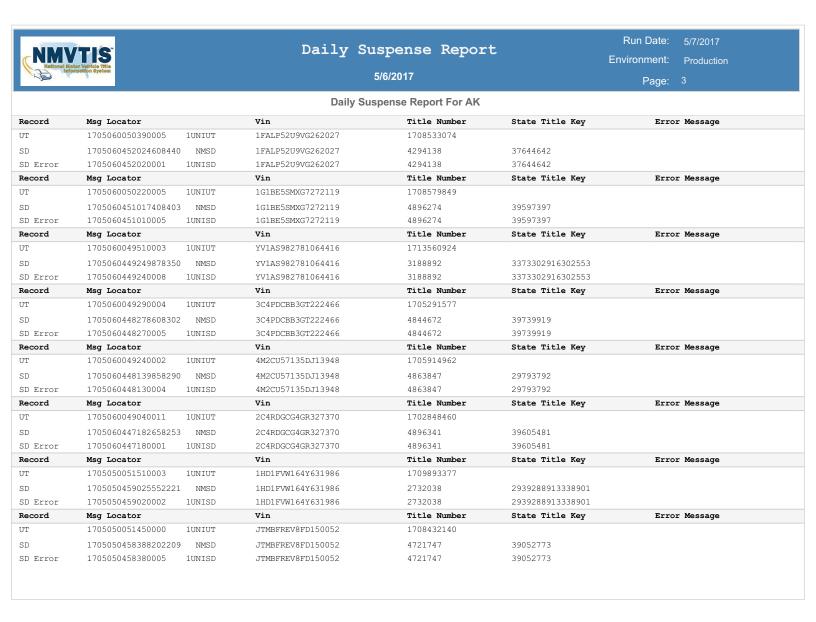
Message Type: UT

Title Status: E

Change Sta	ate Of
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Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052470011 1UNIUT	4TAWM72N0XZ562420	1713903385		
SD	1705060459407078664 NMSD	4TAWM72N0XZ562420	4036830	24307383	
SD Error	1705060459400002 1UNISD	4TAWM72N0XZ562420	4036830	24307383	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052470000 1UNIUT	4V4NC9TK6DN150898	1703426069		
SD	1705060459349888660 NMSD	4V4NC9TK6DN150898	4081206	36825943	
SD Error	1705060459340007 1UNISD	4V4NC9TK6DN150898	4081206	36825943	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052250002 1UNIUT	3FAHP0GA2AR122461	1710488515		
SD	1705060458239718626 NMSD	3FAHP0GA2AR122461	4917046	33750606	
SD Error	1705060458230008 1UNISD	3FAHP0GA2AR122461	4917046	33750606	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052150000 1UNIUT	2T1BURHE5GC638696	1702145741		
SD	1705060457520328608 NMSD	2T1BURHE5GC638696	4875419	39480859	
SD Error	1705060457510005 1UNISD	2T1BURHE5GC638696	4875419	39480859	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052110010 1UNIUT	4S4BP61C577330956	1714651432		
SD	1705060457443138606 NMSD	4S4BP61C577330956	3506593	33064383	
SD Error	1705060457440001 1UNISD	4S4BP61C577330956	3506593	33064383	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052110009 1UNIUT	1FDXE45S76DA05307	1714301872		
SD	1705060457440948605 NMSD	1FDXE45S76DA05307	3854637	30964723	
SD Error	1705060457430004 1UNISD	1FDXE45S76DA05307	3854637	30964723	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052070003 1UNIUT	1FMHK8F8XCGA37038	1700472102		
SD	1705060457264858599 NMSD	1FMHK8F8XCGA37038	3804825	35932741	
SD Error	1705060457260003 1UNISD	1FMHK8F8XCGA37038	3804825	35932741	

NMV National Re lafe	TTS  for Valido 1766  wmodign System	Daily Su	spense Repor <sup>-</sup> 5/6/2017	t	Run Date: 5/7/2017  Environment: Production  Page: 2
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052030004 1UNIUT	JHMCP26448C064727	1702580542		
SD	1705060457148758595 NMSD	JHMCP26448C064727	4004471	32801118	
SD Error	1705060457140002 1UNISD	JHMCP26448C064727	4004471	32801118	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060052000012 1UNIUT	4S3BG6858W7636365	1704088356		
SD	1705060457067818592 NMSD	4s3bG6858W7636365	4108502	37000035	
SD Error	1705060457060005 1UNISD	4S3BG6858W7636365	4108502	37000035	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060051420017 1UNIUT	1GNKVHKDXGJ337943	1705292286		
SD	1705060456065458562 NMSD	1GNKVHKDXGJ337943	4875274	39560988	
SD Error	1705060456060002 1UNISD	1GNKVHKDXGJ337943	4875274	39560988	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060051320007 1UNIUT	1GNDT13S932243348	1711466545		
SD	1705060455217008540 NMSD	1GNDT13S932243348	3973088	2803474212476221	
SD Error	1705060455210007 1UNISD	1GNDT13S932243348	3973088	2803474212476221	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060051290015 1UNIUT	3C4PDCBB4GT222377	1705291544		
SD	1705060455139818533 NMSD	3C4PDCBB4GT222377	4898979	39710093	
SD Error	1705060455130005 1UNISD	3C4PDCBB4GT222377	4898979	39710093	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060051030017 1UNIUT	1C6RR7KGXES362386	1713475895		
SD	1705060453331198482 NMSD	1C6RR7KGXES362386	5018930	38854507	
SD Error	1705060453320004 1UNISD	1C6RR7KGXES362386	5018930	38854507	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060050570004 1UNIUT	5N1AR2MM6FC664468	1713474894		
SD	1705060453089468468 NMSD	5N1AR2MM6FC664468	4453769	38892097	
SD Error	1705060453080005 1UNISD	5N1AR2MM6FC664468	4453769	38892097	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705060050500007 1UNIUT	2C4RDGCG4GR327286	1708620239		
SD	1705060452447118456 NMSD	2C4RDGCG4GR327286	4896222	39588661	
SD Error	1705060452440005 1UNISD	2C4RDGCG4GR327286	4896222	39588661	



NMV Radional Re- lare	TTIS of the second of the seco	Daily Su	1spense Repor 5/6/2017	t	Run Date: 5/7/2017  Environment: Production  Page: 4
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051380007 1UNIUT	1J8FF57W77D188611	1713902351		
SD	1705050458224292202 NMSD	1J8FF57W77D188611	4330295	31484015	
SD Error	1705050458220003 1UNISD	1J8FF57W77D188611	4330295	31484015	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051280016 1UNIUT	1FTPX14544NA22078	1701549344		
SD	1705050457455062190 NMSD	1FTPX14544NA22078	5091571	37701864	
SD Error	1705050457450002 1UNISD	1FTPX14544NA22078	5091571	37701864	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051090001 1UNIUT	WD0PD444665918166	1709170375		
SD	1705050456296292145 NMSD	WD0PD444665918166	4450064	31820721	
SD Error	1705050456290005 1UNISD	WD0PD444665918166	4450064	31820721	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050051060002 1UNIUT	KNDPB3A29B7094576	1713221029		
SD	1705050456229422142 NMSD	KNDPB3A29B7094576	4695236	38888427	
SD Error	1705050456220006 1UNISD	KNDPB3A29B7094576	4695236	38888427	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050480000 1UNIUT	1J8FF57W68D510642	1707389184		
SD	1705050455107522106 NMSD	1J8FF57W68D510642	4209817	32676594	
SD Error	1705050455100005 1UNISD	1J8FF57W68D510642	4209817	32676594	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050450011 1UNIUT	JN8HD17Y4PW112451	1708195102		
SD	1705050455063462102 NMSD	JN8HD17Y4PW112451	4543617	28369332	
SD Error	1705050455060003 1UNISD	JN8HD17Y4PW112451	4543617	28369332	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050210000 1UNIUT	2HNYD2H45AH521331	1711687427		
SD	1705050453305462058 NMSD	2HNYD2H45AH521331	3475864	3473423017008182	
SD Error	1705050453300006 1UNISD	2HNYD2H45AH521331	3475864	3473423017008182	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050090003 1UNIUT	4T4BF1FK0DR329531	1700528801		
SD	1705050453006242031 NMSD	4T4BF1FK0DR329531	4882437	39586889	
SD Error	1705050453000004 1UNISD	4T4BF1FK0DR329531	4882437	39586889	

NMV Rettonel Ro	TTS  other Welficia TWo service of Systems	Daily St	1spense Report 5/6/2017		Environment: Production  Page: 5
		Daily Su	spense Report For AK		
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050060002 1UNIUT	3B7KF23DXVM534936	1708193807		
SD	1705050452564982026 NMSD	3B7KF23DXVM534936	2291332	222990178944206	
SD Error	1705050452560002 1UNISD	3B7KF23DXVM534936	2291332	222990178944206	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050050040005 1UNIUT	2T3RFREVXGW464322	1700241410		
SD	1705050452492642023 NMSD	2T3RFREVXGW464322	4875423	39481009	
SD Error	1705050452490002 1UNISD	2T3RFREVXGW464322	4875423	39481009	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049570002 1UNIUT	1FTWW31RX9EA40125	1709768604		
SD	1705050452256692009 NMSD	1FTWW31RX9EA40125	3203567	34084953	
SD Error	1705050452250005 1UNISD	1FTWW31RX9EA40125	3203567	34084953	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049430004 1UNIUT	2T3RFREV0GW469481	1707084614		
SD	1705050451451531979 NMSD	2T3RFREV0GW469481	4875549	39510624	
SD Error	1705050451450002 1UNISD	2T3RFREV0GW469481	4875549	39510624	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049420006 1UNIUT	1FTJW36F4VEB17803	1702689867		
SD	1705050451413871975 NMSD	1FTJW36F4VEB17803	3057960	226837869208335	
SD Error	1705050451410003 1UNISD	1FTJW36F4VEB17803	3057960	226837869208335	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705050049360001 1UNIUT	1C6RR7NMXES475434	1714601572		
SD	1705050451212611958 NMSD	1C6RR7NMXES475434	4331846	38344602	
SD Error	1705050451210001 1UNISD	1C6RR7NMXES475434	4331846	38344602	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705040043200007 1UNIUT	KMHDC86E49U037130	1706317667		
SD	1705040420530961303 NMSD	KMHDC86E49U037130	3156991	3385685816389192	
SD Error	1705040420530001 1UNISD	KMHDC86E49U037130	3156991	3385685816389192	
Record	Msg Locator	Vin	Title Number	State Title Key	Error Message
UT	1705040042070000 1UNIUT	1NXBU40E29Z035432	1708577577		
SD	1705040416356201220 NMSD	1NXBU40E29Z035432	4687855	38809835	



**From:** Christine Nizer <cnizer@mdot.state.md.us>

**Sent:** Sunday, May 7, 2017 1:39 PM

To: Jordaan, Loffie; Taber-Lowry, Cindy; Mr. Scott Vien; Ms. Karen Ballard, Public Service

Manager; Ms. Kristina Boardman; Major Ken K. Brown; Carlson, Nancy; Mr. Richard Alan Carter; Mr. Jay Chilton; Ms. Cindy Francke, Tech Records Specialist; Rick Holcomb; Mr. Glenn Jackson, Director, Drivers License Division; Stephen Leak; Ms. Helen Martin, Sr Supervisor, Driver Services; Tom Osterbind; Jane Schrank; Tonie Shields; Thompson, Marla R (DOA); Ms. Kathy Van Brocklin; Dsa, Pamela; Ferro, Anne; Grossman, Ian; Guiot,

Philippe; Peraino, Joe; Prakash, Srividhya; Regmi, Ashish; Wasylina, Lynn

**Subject:** RE: Draft Priority Project Poll

Thanks Loffie. That is very helpful

Chrissy

Christine Nizer | Administrator | Maryland Department of Transportation Motor Vehicle Administration | 6601 Ritchie Highway, Suite 200, Glen Burnie, MD 21062 | 410-787-7830 | 410-768-7506 | Crizer@mdot.state.md.us | "The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."



Anywhere, Anytime, MVA Online!

From: Jordaan, Loffie [mailto:LJordaan@aamva.org]

**Sent:** Saturday, May 06, 2017 9:55 AM

To: Christine Nizer <cnizer@mdot.state.md.us>; Taber-Lowry, Cindy <CTaber-Lowry@aamva.org>; Mr. Scott Vien <scott.vien@state.de.us>; Ms. Karen Ballard, Public Service Manager <karen.ballard@iowadot.us>; Ms. Kristina Boardman <kristina.boardman@dot.wi.gov>; Major Ken K. Brown <kbrown@dps.ms.gov>; Carlson, Nancy <ncarlson@clerussolutions.com>; Mr. Richard Alan Carter <rcarter@clerussolutions.com>; Mr. Jay Chilton <jchilton@azdot.gov>; Ms. Cindy Francke, Tech Records Specialist <cindy.francke@itd.idaho.gov>; Rick Holcomb <ri>crichard.holcomb@dmv.virginia.gov>; Mr. Glenn Jackson, Director, Drivers License Division <gjackson@nd.gov>; Stephen Leak <sleak@bmv.in.gov>; Ms. Helen Martin, Sr Supervisor, Driver Services <helen.martin@wyo.gov>; Tom Osterbind <tosterbind@clerussolutions.com>; Jane Schrank <jane.schrank@state.sd.us>; Tonie Shields <tonie.shields@dfa.arkansas.gov>; Ms. Marla Thompson <marla.thompson@alaska.gov>; Ms. Kathy Van Brocklin <kathy.vanbrocklin@nebraska.gov>; Dsa, Pamela <pdsa@aamva.org>; Ferro, Anne <AFerro@aamva.org>; Grossman, Ian <IGrossman@aamva.org>; Guiot, Philippe <PGuiot@aamva.org>; Peraino, Joe <JPeraino@aamva.org>; Prakash, Srividhya <SPrakash@aamva.org>; Regmi, Ashish <ARegmi@aamva.org>; Wasylina, Lynn <LWasylina@aamva.org> Subject: RE: Draft Priority Project Poll

Chrissy,

Good question. There is a difference in audience, in content, and in delivery method. This can be explained as shown below. Since 4.2.6 also involves potential duplicates I have included that project in the table too.

	4.2.2	4.2.5	4.2.6
Audience	Individuals responsible for resolving potential duplicate cases	Managers responsible for tracking progress of duplicate resolution	Individuals responsible for resolving potential duplicate cases
Content	Detail information about all potential duplicate pairs	Statistical information about potential duplicates	Detail information about individual potential duplicate pairs
	Duplicates created during go- live (a report for duplicates created after go-live already exists)	All duplicates, regardless of whether they were created during or after go-live	All duplicates, regardless of whether they were created during or after go-live
Delivery method	File (in this case likely an Excel file, but a PDF file could also be an option)	Web page within the WebUI	Web page within the WebUI
Summary	Generates a file with detail information on all unresolved potential duplicate pairs created during go-live	Web page inside the WebUI that provides managers with numbers on how the state is progressing on resolving potential duplicates	Web page within the WebUI that helps states share information about specific potential duplicates

I hope this helps. Please let us know if we can provide any further explanation.

#### Thanks,

#### **Loffie Jordaan**

Senior Project Manager American Association of Motor Vehicle Administrators 4401 Wilson Blvd, Suite 700 Arlington, VA 22203 919-789-1110 www.aamva.org

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From: Chrissy Nizer

Sent: Saturday, May 06, 2017 08:32

To: Taber-Lowry, Cindy <<u>CTaber-Lowry@aamva.org</u>>; Mr. Scott Vien <<u>scott.vien@state.de.us</u>>; Ms. Karen Ballard, Public Service Manager <<u>karen.ballard@iowadot.us</u>>; Ms. Kristina Boardman <<u>kristina.boardman@dot.wi.gov</u>>; Major Ken K. Brown <<u>kbrown@dps.ms.gov</u>>; Carlson, Nancy <<u>ncarlson@clerussolutions.com</u>>; Mr. Richard Alan Carter <<u>rcarter@clerussolutions.com</u>>; Mr. Jay Chilton <<u>jchilton@azdot.gov</u>>; Ms. Cindy Francke, Tech Records Specialist <<u>cindy.francke@itd.idaho.gov</u>>; Rick Holcomb <<u>richard.holcomb@dmv.virginia.gov</u>>; Mr. Glenn Jackson, Director, Drivers License Division <<u>gjackson@nd.gov</u>>; Stephen Leak <<u>sleak@bmv.in.gov</u>>; Ms. Helen Martin, Sr Supervisor, Driver Services <<u>helen.martin@wyo.gov</u>>; Tom Osterbind <<u>tosterbind@clerussolutions.com</u>>; Jane Schrank <<u>jane.schrank@state.sd.us</u>>; Tonie Shields <<u>tonie.shields@dfa.arkansas.gov</u>>; Ms. Marla Thompson <<u>marla.thompson@alaska.gov</u>>; Ms. Kathy Van Brocklin <<u>kathy.vanbrocklin@nebraska.gov</u>>; Dsa, Pamela <<u>pdsa@aamva.org</u>>; Ferro, Anne <<u>AFerro@aamva.org</u>>; Grossman, Ian <<u>IGrossman@aamva.org</u>>; Guiot, Philippe

<<u>PGuiot@aamva.org</u>>; Jordaan, Loffie <<u>Llordaan@aamva.org</u>>; Peraino, Joe <<u>JPeraino@aamva.org</u>>; Prakash, Srividhya <<u>SPrakash@aamva.org</u>>; Regmi, Ashish <<u>ARegmi@aamva.org</u>>; Wasylina, Lynn <<u>LWasylina@aamva.org</u>> **Subject:** RE: Draft Priority Project Poll

Cindy,

Could you provide additional clarification of the difference between 4.2.2 and 4.2.5. The description of the reports seems very similar. Is the difference the audience for the report?

Thanks Chrissy

Christine Nizer | Administrator | Maryland Department of Transportation Motor Vehicle Administration | 6601 Ritchie Highway, Suite 200, Glen Burnie, MD 21062 | 2410-787-7830 | 410-768-7506 | cnizer@mdot.state.md.us | "The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."



Anywhere, Anytime, MVA Online!

From: Taber-Lowry, Cindy [mailto:CTaber-Lowry@aamva.org]

Sent: Thursday, May 04, 2017 3:16 PM

To: Christine Nizer <cnizer@mdot.state.md.us>; Mr. Scott Vien <scott.vien@state.de.us>; Ms. Karen Ballard, Public Service Manager <karen.ballard@iowadot.us>; Ms. Kristina Boardman <kristina.boardman@dot.wi.gov>; Major Ken K. Brown <kbrown@dps.ms.gov>; Carlson, Nancy <ncarlson@clerussolutions.com>; Mr. Richard Alan Carter <rcarter@clerussolutions.com>; Mr. Jay Chilton <ichilton@azdot.gov>; Ms. Cindy Francke, Tech Records Specialist <cindy.francke@itd.idaho.gov>; Rick Holcomb <ri>richard.holcomb@dmv.virginia.gov>; Mr. Glenn Jackson, Director, Drivers License Division <gjackson@nd.gov>; Stephen Leak <sleak@bmv.in.gov>; Ms. Helen Martin, Sr Supervisor, Driver Services <helen.martin@wyo.gov>; Tom Osterbind <tosterbind@clerussolutions.com>; Jane Schrank <iane.schrank@state.sd.us>; Tonie Shields <tonie.shields@dfa.arkansas.gov>; Ms. Marla Thompson <marla.thompson@alaska.gov>; Ms. Kathy Van Brocklin <kathy.vanbrocklin@nebraska.gov>; Dsa, Pamela <pd>pdsa@aamva.org>; Ferro, Anne <a href="AFerro@aamva.org">AFerro@aamva.org</a>; Grossman, Ian <a href="IGrossman@aamva.org">IGrossman@aamva.org</a>; Guiot, Philippe <<a href="IGrossman@aamva.org">PGuiot@aamva.org</a>; Prakash@aamva.org>; Prakash, Srividhya <a href="Igrossman@aamva.org">SPrakash@aamva.org</a>; Regmi, Ashish <a href="ARegmi@aamva.org">ARegmi@aamva.org</a>; Wasylina, Lynn <a href="LWasylina@aamva.org">LWasylina@aamva.org</a>> Subject: Draft Priority Project Poll

Importance: High

Good afternoon,

As mentioned in the S2S Governance Committee that was held on Thursday, April 27, 2017 AAMVA has composed a list of the future projects and their draft priorities. The goal of this list is to confirm the project priorities and then determine which projects should be included in a Change Request that will be submitted to Mississippi for the new DHS grant funds that Mississippi has already received.

Using the *Your Priority* column, please indicate your state's relative priorities of the draft projects. There are 12 projects listed so we ask that you prioritize all 12 projects. That is, please enter one number in each cell in the *Your Priority* column, and do not use any number more than once.

3

In order to present the results of the draft priority project list to all of you on Friday, May 12, 2017 we are requesting that you return the document by close of business Wednesday, May 10, 2017.

If you have any questions, comments or concerns please do not hesitate to contact me. Thank you.

Cindy Taber-Lowry
Lead Business Analyst
AAMVA I <a href="mailto:ctaber-lowry@aamva.org">ctaber-lowry@aamva.org</a> I T: 703.887.9002
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